



San Francisco Redevelopment Agency

1450 FRANKLIN STREET RESIDENTIAL PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

ER02.01.08

State Clearinghouse No. 2008022100

EIR Publication Date: July 28, 2008

EIR Public Hearing Date: August 5, 2008

EIR Public Comment Period: July 28, 2008 – September 11, 2008

Written comments on this document should be sent to:

D 1 Muraoka, Environmental Review Officer
REF Francisco Redevelopment Agency
711.4097 3 South Van Ness Avenue, Fifth Floor
F8273d Francisco, California 94103

DOCUMENTS DEPT

JUL 29 2008

SAN FRANCISCO
PUBLIC LIBRARY

5/S



San Francisco Public Library

Government Information Center
San Francisco Public Library
100 Larkin Street, 5th Floor
San Francisco, CA 94102

REFERENCE BOOK

Not to be taken from the Library

**1450 Franklin Street
Draft Environmental Impact Report**

Table of Contents

	<i>Page</i>
I. Summary	1
A. Introduction	1
B. Project Description	1
C. Main Environmental Effects	2
D. Mitigation Measures	8
E. Significant Environmental Effects That Cannot be Avoided if the Project is Implemented	11
F. Alternatives to the Proposed Project	12
II. Project Description	17
A. Project Sponsor's Objectives	17
B. Project Location	17
C. Project Characteristics	19
D. Project Approval Requirements	28
III. Environmental Setting and Impacts	29
A. Aesthetics	30
B. Historical Resources	43
C. Transportation	56
D. Growth Inducement	87
E. Areas of Controversy and Issues to be Resolved	88
IV. Mitigation Measures Proposed to Minimize the Potential Adverse Impacts of the Project	91
V. Significant Environmental Effects That Cannot be Avoided if the Project is Implemented	95
VI. Alternatives to the Proposed Project	97
VII. Draft EIR Distribution List	107
VIII. EIR Authors, Project Sponsor's Team, and Persons Consulted	111
IX. Appendices	115
A. Notice of Preparation/Initial Study	
B. Travel Demand Calculations	

List of Figures

Figure 1	Proposed Project Location.....	18
Figure 2	Proposed Basement Floor Plan.....	20
Figure 3	Proposed Ground Floor Plan	21
Figure 4	Proposed Second Floor Plan.....	22
Figure 5	Proposed Third Floor Plan.....	23
Figure 6	Proposed Fourth Floor Plan—Residential	24
Figure 7	Proposed Levels Five to Thirteen—Residential	25
Figure 8	Proposed Project Section.....	26
Figure 9	View Looking West on Bush Street at Van Ness Avenue.....	37
Figure 10	View Looking North on Franklin Street at Sutter Street	38
Figure 11	View Looking South on Franklin Street at Pine Street.....	39
Figure 12	View Looking East on Bush Street at Gough Street.....	40
Figure 13	Transportation Study Area.....	57
Figure 14	Public Transit System	58

List of Tables

Table 1	Intersection Level of Service Existing Conditions—Weekday PM Peak Hour.....	62
Table 2	Nearby Weekday Muni Service.....	64
Table 3	Muni Line Analysis Existing Conditions—PM Peak Hour Conditions	65
Table 4	On-Street Parking Supply and Utilization	67
Table 5	Project Person-Trip Generation.....	72
Table 6	Project Trip Generation by Mode—Weekday PM Peak Hour	73
Table 7	Trip Distribution Patterns	73
Table 8	Project Parking Demand	74
Table 9	Project Delivery/Service Vehicle-Trips and Loading Space Demands	75
Table 10	Intersection Level of Service Existing Plus Project Conditions—Weekday PM Peak Hour.....	76
Table 11	Muni Line Analysis Existing Plus Project Conditions—Weekday PM Peak Hour.....	77
Table 12	Project Parking Supply and Demand Comparison	79
Table 13	Intersection Level of Service 2025 Cumulative Conditions—Weekday PM Peak Hour	84
Table 14	Project's Contribution to 2025 Cumulative Conditions Weekday PM Peak Hour	85

I. SUMMARY

A. INTRODUCTION

This is the Draft Environmental Impact Report (“EIR”) prepared in accordance with the California Environmental Quality Act (“CEQA”) for the proposed demolition of the existing two-story automotive services building at 1450 Franklin Street, between Bush and Fern Streets, and subsequent construction of a 13-story, 130-foot-high, approximately 111,720-gross-square-foot building providing 69 dwelling units, 1,472 gross square feet of commercial office space, and 73 parking spaces on two above-grade levels and one basement level.

On the basis of the Initial Study published on February 20, 2008 the San Francisco Redevelopment Agency determined that an EIR was required. (See Appendix A—Initial Study.) This EIR is intended to provide information on the possible environmental effects of the proposed 1450 Franklin Street project to allow the Redevelopment Agency to make an informed decision on the project.

B. PROJECT DESCRIPTION

The project site is located in the Cathedral Hill neighborhood of San Francisco, a few blocks east of Japantown and about eight blocks north of Civic Center. The rectangular 12,000-square-foot project site is on Franklin Street, bounded by Fern Street (south), Franklin Street (west), Bush Street (north), and Van Ness Avenue (east). The project site is located at 1450 Franklin Street (Assessor's Block 0671, Lot 006). The 12,000-square-foot site (approximately 0.27 acre) is currently fully covered by a two-story concrete and glass building housing a specialty auto dealership and repair facility occupied by 928-CARS, a Porsche and Vespa dealership that also sells a variety of classic sports cars. The existing building, containing approximately 24,000 gross square feet, was constructed in 1922 as part of the burgeoning Van Ness "Auto Row." The building is not listed in the California or National Registers of Historic Resources, but is listed in *Splendid Extended* (the Foundation for San Francisco's Architectural Heritage's extended survey of the Downtown).

The project sponsor, Pacific Heights Franklin Partners, LLC, proposes to demolish the existing building and construct a 13-story mixed-use residential and commercial building. The basement would contain parking, with all 1,470 gross square feet of commercial office space located on the ground floor. Floors two and three would contain additional parking, and floors four through thirteen would contain 10 studio units, 21 one-bedroom units, and 38 two-bedroom units for a total of 69 residential units. Two vehicle entrances would be located at the southwest corner of the building—one on Franklin Street and one on Fern Street—forming a porte-cochere that would provide internal access to both the residential lobby and the ramp leading to the second- and third-story parking levels. A third vehicle entrance, located on Fern Street at the southeast corner of the building, would provide access to the three ground-floor commercial parking spaces and the ramp down to the basement parking level. Pedestrian entrances to the commercial office space would be located both on Bush and Franklin Streets. Primary pedestrian access to the residences would be from a lobby located on Franklin Street, with secondary entrances providing garage access located on Bush and Fern Streets.

Following completion and certification of the Final EIR, the project would require the following approvals, with acting bodies shown in bold italics:

- X Owner's Participation Agreement with the San Francisco Redevelopment Agency. *Redevelopment Agency approval*
- X Schematic Design approval by the Redevelopment Agency, including determinations of consistency with the *Western Addition A-2 Redevelopment Plan*, the *Design for Development*, the *General Plan*, the *Van Ness Avenue Area Plan*, and other relevant plans. *Redevelopment Agency approval*
- X Building and Demolition Permit. *Department of Building Inspection approval*

C. MAIN ENVIRONMENTAL EFFECTS

This EIR for the project focuses on the issues of historical resources and transportation. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level with implementation of mitigation measures by the project sponsor. (Please see the Initial Study, included in this document as Appendix A, for analysis of other

environmental issues.) Although it was found not to be significant in the Initial Study, this EIR also includes an assessment of project aesthetics. In addition, a section on growth inducement is included in this EIR for informational purposes.

AESTHETICS (page 30)

The proposed project at 1450 Franklin would replace the existing two-story building with a 130-foot-high, 13-story mixed-use tower. While the change in size and appearance would be significant, the proposed project's height and massing would be appropriate for the area, as there are several existing buildings of similar size and height including the commercial office building immediately south of the project site, and the San Francisco Towers, located a short distance to the north. The tower would be characterized by clean lines and a rectilinear form that would be compatible in style with similar tower buildings in the vicinity and in general with the mixed architectural character of the neighborhood, which includes Italianate and simplified Victorian designs.

The proposed project would be visible from nearby Lafayette Park, and would block some views of distant hills from nearby towers, including the San Francisco Towers to the north. Its height of 130 feet would not rise substantially above the existing skyline or substantially block views from the park; therefore the proposed project would not have a significant visual impact on public views from Lafayette Park. Only a small number of units and residents in surrounding buildings would have their natural views affected by the proposed project. Under CEQA, changes to private views are generally not considered significant unless they affect a large number of people or constitute a dramatic degradation of views. Because of the local topography, existing development in the project area, and the project's height relative to existing buildings in the vicinity, expansive views from many locations would not be blocked by the proposed building.

HISTORICAL RESOURCES (page 43)

The building at 1450 Franklin Street is not within an existing Historic District, and is not listed in the National or California Registers of Historic Places. The building is listed in Splendid Extended (the Foundation for San Francisco's Architectural Heritage's extended survey of the Downtown); however, this listing does not independently qualify it as a historical resource.

An evaluation of the existing structure at 1450 Franklin completed by an historic architectural consultant concluded that the building would not independently qualify for listing in the California Register of Historic Places under any of the four criteria for listing on the Register. However, the structure may be included as part of a possible Multiple Property Submission Historic District encompassing the many early automobile industry buildings constructed prior to World War II in the area. Alone the demolition of 1450 Franklin would not result in a significant impact to a historical resource. However, when demolition of the building is considered in combination with demolition of many other buildings of similar history within the vicinity, there could be a significant cumulative impact. Although implementation of Mitigation Measure CR-2 would reduce this potential cumulative impact, it would remain significant and unavoidable.

TRANSPORTATION (page 56)

Based on the San Francisco Planning Department ("Planning Department") standard trip rates for commercial and office uses, the proposed project would generate about 640 new daily person-trips on a weekday, of which approximately 108 would occur during the p.m. peak hour. These 108 new person trips would include 44 trips by automobile, 46 trips by transit, and 18 trips by walking or other modes. Given applicable vehicle occupancy rates, the 44 trips by automobile would translate to 39 new vehicle trips during the p.m. peak hour.

The traffic analysis examined existing and future operating conditions at seven intersections in the vicinity of the project: Van Ness Avenue/Pine Street, Van Ness Avenue/Bush Street, Van Ness Avenue/Sutter Street, Franklin Street/Pine Street, Franklin Street/Bush Street, Franklin Street/Sutter Street, and Franklin Street/Fern Street, all of which are signalized with the exception of the Franklin/Fern intersection. Weekday traffic counts were made at these intersections in order to evaluate the existing traffic conditions during the weekday p.m. peak hour. The Agency and the Planning Department considers intersection levels of service ("LOS") ranging from LOS A to LOS D to be acceptable at signalized intersections, while LOS E and F are unacceptable. Any degradation to LOS E or F (including from LOS E to LOS F) is considered a significant impact on traffic circulation and operations. During the weekday p.m. peak hour, all of the seven study intersections currently operate with acceptable conditions (LOS D or better).

The addition of project-generated traffic to existing traffic would result in a relatively small change in the average delay per vehicle at the study intersections, and all seven study intersections would continue to operate at the same acceptable service levels as under existing conditions.

Overall, traffic volumes and congestion are anticipated to increase over time in the project vicinity and intersection levels of service are expected to deteriorate. Under 2025 Cumulative conditions the study intersections would experience increases in average delay per vehicle, and three intersections in the study area would degrade to LOS E or LOS F conditions: Van Ness/Pine (LOS E), Franklin/Pine (LOS E), and Franklin/Sutter (LOS F). The proposed project would have an incremental contribution of up to 0.4% of traffic at those intersections; therefore, the proposed project would have a less-than-significant impact on traffic.

The project site is in an area well served by public transit, with six MUNI bus lines and one cable car line operating in close proximity to the project. The proposed project would generate about 46 new transit trips (30 inbound and 16 outbound) during the weekday PM peak hour. In the immediate vicinity of the project site, the transit lines are currently operating below the capacity utilization standard of 85 percent, and have available capacity to accommodate additional passengers during the weekday p.m. peak hour that could be used to accommodate the transit trips generated by the proposed project. Therefore, the proposed project would not substantially affect, or have a significant impact on, transit operations.

The proposed project would generate an additional 64 pedestrian trips to and from the site during the weekday p.m. peak hour, including the pedestrian trips associated with the 46 project-generated transit trips. With the proposed project, pedestrian conditions on area sidewalks would continue to remain acceptable, and the proposed project would not result in significant environmental impacts.

During field surveys very few bicyclists were observed in the immediate vicinity of the project site, although bicyclists were observed on Polk Street throughout the day. No substantial safety or right-of-way issues were observed. Although the proposed project would increase the number of vehicles in the area, this increase would not be substantial enough to affect bicycle travel in the area, and would not result in significant environmental impacts.

The proposed project would generate a long-term parking demand for 93 spaces, including 2 spaces for the office use and 91 spaces for the residential units. With a proposed parking supply of 70 spaces for the residential units and 3 spaces for the office use, the proposed parking would be short a total of 20 spaces during overnight peak demand. This shortfall could be accommodated within the on-street parking supply, which is not time-restricted during nighttime hours, as parking spaces are generally available in the area. Peak parking demand during the weekday midday would be about 75 spaces, resulting in a shortfall of about 2 spaces, which could be readily accommodated by on-street parking or in nearby parking garages. The project would also increase the number of on-street parking spaces by up to six spaces through the removal of some existing driveways and curb cuts. The proposed parking supply would conform with the off-street parking requirements of the *Western Addition A-2 Redevelopment Plan*, which would require a total of 72 spaces, and be consistent with the City of San Francisco's "Transit First" policies. As a result, the proposed project would not have any significant parking impacts resulting from the parking shortfall.

The proposed project would not provide off-street loading spaces, and none would be required by the Development Standards for the *Western Addition A-2 Redevelopment Plan*. There are existing on-street commercial vehicle loading/unloading spaces on Bush Street to the east of the project site, and on Franklin Street to the south of the project site and, as noted above, the project would eliminate a number of existing curb cuts, which would make adjacent curb space available for on-street parking, including the provision of commercial vehicle loading/unloading spaces. With an anticipated peak demand of one loading space, the seven existing and expected future loading spaces in close proximity to the site would accommodate the proposed project's loading demand.

During project construction, which is expected to last approximately 24 to 28 months, construction staging would occur primarily within the project site and on sidewalks adjacent to the site. The sidewalks on Bush and Franklin Streets adjacent to the project site would be partially or completely closed during the construction period, and pedestrian traffic would be shifted to a covered pedestrian enclosure on the sidewalk or in the parking lane. This parking lane serves as a traffic lane during the AM peak period. The anticipated temporary sidewalk and potential traffic lane closures would be subject to review and approval by the Department of Public Works ("DPW"). Since there are no San Francisco Municipal Railway ("Muni") bus stops along the project site frontage, it is not anticipated that any Muni bus stops would need to be relocated during construction of the proposed project.

The number of construction workers per day at the project site would vary between 16 and 34 workers, depending on the phase. It is anticipated that the addition of the worker-related vehicle or transit trips would not substantially affect transportation conditions, because any impacts on the vehicle and transit network would be similar to or less than those associated with the proposed project. In addition, the construction workers would cause a temporary increase in parking demand, which is anticipated to be accommodated within nearby public parking facilities.

GROWTH INDUCEMENT (page 87)

The proposed project would introduce approximately 99 new residents and 10 to 20 new employees to the project area, an amount that would not significantly change the local population or increase the population density beyond levels that are common and accepted in high-density urban areas such as San Francisco. The demand for housing by project workers would be substantially less than the number of residential units created by the project; thus, the project would not create a net increase in demand for housing. Because of the current strong demand for housing that would exist with or without the project, the project would not induce substantial growth or concentration of population beyond that which would have occurred without the project. Some project residents may relocate from other parts of the Bay Area to be closer to their employment in Downtown San Francisco. To the extent that this occurs, the project would result in reduced commuting distances to work. For these reasons, the proposed project would not cause significant growth-inducing impacts.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED (page 88)

As stated previously, this EIR focuses on the issues of historical resources and transportation. As evaluated in the Initial Study for this project that was published on February 20, 2008, all other possible environmental effects were found to be at a less-than-significant level or to be mitigated to a level of less-than-significant with implementation of mitigation measures agreed to by the project sponsor.

Residents of the Cathedral Hill neighborhood and business owners and employees in the surrounding urbanized area have expressed concerns in the following areas: traffic and parking, cumulative traffic, sidewalk landscaping, energy consumption of construction equipment, hazardous materials,

construction and operational noise, construction and operational air quality, utilities service during construction, views, urban design, wind, and historical resources.

Residents of this neighborhood may be concerned about the potential impacts of a change in use on a site that is currently occupied by a commercial building. In addition, business owners and employees in the surrounding urbanized area may have concerns about any new project. The San Francisco Redevelopment Agency will be asked to certify the Final EIR after publication and distribution of written responses to all comments received on the Draft EIR. After Final EIR certification, the Redevelopment Agency will decide whether or not to approve the proposed project.

D. MITIGATION MEASURES (page 91)

Measures from the Initial Study (see Appendix A) proposed as part of the project are indicated with an asterisk (*).

*

Mitigation Measure AQ-1. Construction Air Quality

The project applicant shall require the construction contractor to reduce the severity of project construction period dust impacts by complying with the following control measures:

- Water all active construction areas at least twice daily. Consistent with Ordinance 175-91, only non-potable water shall be used for all dust-control purposes. The construction contractor shall obtain reclaimed water from the City's Clean Water Program for this purpose.
- Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water two times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at the construction site.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site.
- Sweep adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets.
- All construction contracts shall require construction contractors to (1) properly maintain construction equipment and vehicles in accordance with the manufacturers' recommendations, and (2) minimize idling time when equipment is not in use and when trucks are waiting in queues.

* **Mitigation Measure WS-1: Cumulative Wind Effect**

The project applicant shall plant street trees along all three street frontages of the project site to reduce pedestrian-level wind speeds. The project applicant shall also explore the use of wind baffles or other building façade design modifications to further reduce the potential for exceedances of the pedestrian comfort criterion. These building and site modifications shall be subjected to an additional wind tunnel study to demonstrate that the proposed building would not result in additional exceedances, beyond those currently existing, of the 11-mph equivalent wind speed in pedestrian use areas under project and/or cumulative conditions. If the project is unable to conform with this requirement, the project sponsor shall demonstrate to the satisfaction of the Office of Environmental Review that it is not feasible to modify the building to meet the requirement without restricting the development potential of the site.

* **Mitigation Measure CR-1: Archaeological Resources**

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged archaeological resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the City's archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the City's Environmental Review Officer ("ERO") with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. The project sponsor shall provide a copy to the Redevelopment Agency.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Planning Department's Major Environmental Analysis ("MEA") division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security

program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission ("NAHC") who shall appoint a Most Likely Descendant ("MLD") (Pub. Res. Code Section 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains, and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The project archeological consultant shall submit a Final Archeological Resources Report ("FARR") to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

CR-2. Historical Resources (Documentation)

HABS recordation

The project sponsor shall document the history and the existing exterior and interior conditions of the building at 1450 Franklin Street according to the Historic American Buildings Survey ("HABS") Level II documentation. According to HABS standards, Level II documentation consists of the following tasks:

- Drawings: Existing drawings, where available, should be photographed with large format negatives or photographically reproduced on mylar.

- Photographs: Photographs with large-format negatives should be shot of exterior and interior views or historic views where available. These should be printed on archival fiber paper.
- Written data: A report documenting the existing conditions and history of the building should be prepared.

The completed documentation package shall be submitted to local and regional archives, including but not limited to, the San Francisco Public Library History Room, the California Historical Society and the Northwest Information Center at Sonoma State University in Rohnert Park.

History Exhibition

The project sponsor could contribute to a fund an exhibit illustrating the history and architecture of San Francisco's Van Ness Avenue Corridor for display at the San Francisco Public Library or City Hall. This exhibit may include text and photographs depicting the history of Van Ness Avenue as San Francisco's Auto Row as well as a map identifying the remaining auto-related buildings deemed to have architectural significance.

E. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED (page 95)

Except for a potential significant and unavoidable cumulative impact on historical resources, all potentially significant impacts would be reduced to a less-than-significant level with implementation of the mitigation measures outlined in Chapter IV, Mitigation Measures, of this report. Although by itself, demolition of the existing building at 1450 Franklin Street would not be considered a significant impact, it could be a significant cumulative impact if considered in combination with the demolition of many other buildings of similar history within the vicinity. 1450 Franklin Street is a well-preserved contextual building that informs the story of the San Francisco's Auto Row, and which could contribute to a potential Van Ness Avenue National Register Multiple Property Submission Historic District. Its demolition would therefore be considered a potentially significant cumulative impact. Although mitigation has been identified to reduce the magnitude of the impact, it would remain significant and unavoidable.

F. ALTERNATIVES TO THE PROPOSED PROJECT (page 97)

Alternative A: No project

This alternative would entail no change to the existing two-story, approximately 24,000 gross-square-foot warehouse building on the site, and the proposed project would not be built. This alternative, however, would not preclude future proposals for redevelopment of the project site.

If the No Project Alternative were implemented, none of the impacts associated with the project would occur. The existing automotive services building on the site, listed in *Splendid Extended* (the Foundation for San Francisco's Architectural Heritage's extended survey of the Downtown) and potentially part of a future Multiple Property Submission Historic District, would remain intact in its current condition. The air quality impacts of the proposed project, and project-specific effects on intersection conditions, transit use, parking, loading, and pedestrian and bicycle traffic, would not occur, although these impacts would not be significant under the proposed project. Intersection operations (at Van Ness/Pin, Franklin/Pine, and Franklin/Sutter) that would degrade to unacceptable levels of service by the 2025 cumulative horizon year would do so with or without this alternative. Impacts of the proposed thirteen-story project on visual quality and urban design would not occur with this alternative. No cumulative wind impact would occur under Alternative A, therefore, Mitigation Measure WS-1 would not be required.

Other less-than-significant effects of the proposed project described in the Initial Study (Appendix A), including effects of the proposed 13-story project on light and glare, shadow effects on nearby streets and buildings, potential discovery of subsurface cultural resources during excavation, geology/topography, hazardous materials, hydrology and water quality, land use, noise, population and housing, recreation, and utilities/public services would not occur with this alternative and no mitigation measures would be required.

The No Project Alternative would not meet Pacific Heights Franklin Partners, LLC's project objectives of developing this infill site with more intense uses.

Alternative B: Adaptive Reuse Of Existing Building

Alternative B, the Adaptive Reuse Of Existing Building alternative, would retain the existing building, but would create approximately 21 residential condominium units as well as 3,000 square

feet of parking. The building's envelope would not be altered, and no potentially significant impact would occur to the historical resources of the building. Implementation of Mitigation Measure CR-2 would not be required.

Impacts of this alternative on visual quality, urban design, views, and land use would be less than those of the proposed project, although they would be less-than-significant for both the proposed project and this alternative.

Alternative B would generate fewer vehicle trips than the proposed project, and have reduced environmental effects on transportation and parking, although these impacts would be less-than-significant for the proposed project. This alternative would contribute smaller amounts than the proposed project to the cumulative year 2025 growth in traffic at two nearby intersections that would operate at Level of Service E or F under cumulative conditions, but neither this alternative nor the proposed project would have a significant cumulative impact, because both would add traffic to movements that would continue to operate satisfactorily, or would make very small contributions to critical intersection movements that would operate poorly under 2025 Cumulative conditions.

This alternative's effects on wind and shadow would be less than those of the proposed project. The cumulative wind impact would be less-than-significant, and Mitigation Measure WS-1, as discussed in the Initial Study, would not be implemented.

Compared to the proposed project, the Adaptive Reuse Alternative would have smaller effects on air quality, archeological cultural resources, hazards, noise, utilities and public services, geology/topography, water, and energy/natural resources, although these impacts would be less-than-significant for both this alternative and the proposed project.

Alternative B: Adaptive Reuse of Existing Building Alternative would not meet Pacific Heights Franklin Partners, LLC's project objectives of developing this infill site with more intense uses.

Alternative C: Reduced Alternative with Partial Preservation

Alternative C, the Reduced Alternative with Partial Preservation, would alter the existing automotive services building by constructing seven additional residential levels above the existing building. Similar to the proposed project, this alternative would include approximately 1,500 square feet of

ground-floor neighborhood-serving retail space. Parking would take place on the remainder of the ground floor, and on the second floor of the existing building. No underground parking would be required; therefore, a minimal amount of excavating would be required.

Some adjustments to the façade could be required under Alternative C; and implementation of Mitigation Measure CR-2 would likely be required, as project-specific impacts on historical resources would, in a worst-case scenario, be equal or similar to those of the project proposal.

Under this alternative, the overall appearance of the project site would be substantially altered due to the addition of seven additional floors. The height, massing, and scale of this alternative would be less than the proposed project, and impacts on visual quality, urban design, and views would therefore be less than those of the proposed project, although the impacts of both this alternative and the project would be less than significant.

Traffic impacts under Alternative C would be less-than-significant, as would those of the proposed project. However, incremental increases in delay at intersections operating at LOS E and F under Cumulative 2025 conditions would be smaller than the increases at these intersections under the proposed project. Parking demand would remain below supply, though under City of San Francisco City policies, this would not result in a significant impact. Therefore, Alternative C, like the proposed project, would create a less-than-significant impact on traffic.

Because Alternative C would preserve the existing building envelope, there would be no site grading, and therefore no need to implement Mitigation Measure AQ-1 (discussed in the Initial Study) to reduce construction-related PM₁₀ levels. Operational air quality impacts would be reduced in comparison with the proposed project but, similar to the project, would be less than significant.

Alternative C would generate less wind impact than the proposed project; however, because the reduction in overall size is from thirteen stories to ten stories, it is likely that Mitigation Measure WS-1, presented in the Initial Study, would likely still be required to reduce cumulative wind impacts to a less-than-significant level.

Under the project proposal, a new building meeting strict seismic strength standards would be built. Likewise, construction of the additional seven residential stories above the existing building would

be required to meet current safety standards. Therefore, impacts to geology, including the introduction of residents to seismic ground shaking or ground failure, would be less-than-significant.

Compared to the proposed project, the Reduced Alternative With Partial Preservation would have smaller effects on air quality, archeological cultural resources, hazards, noise, utilities and public services, geology/topography, water, and energy/natural resources, although these impacts would be less-than-significant for both this alternative and the proposed project.

This alternative would add to the intensity of land use within the Cathedral Hill area, but the approximately 49 residential units would not be considered a significant addition to the projected residential housing stock in the City when considered within the context of year 2025 housing projections. Land use impacts, including cumulative impacts, of this alternative would be less than those of the proposed project, although these effects would be less-than-significant for both this alternative and the proposed project.

Alternative C: Reduced Alternative would not meet Pacific Heights Franklin Partners, LLC's project objectives of developing this infill site with more intense uses.

Environmentally Superior Alternative

The State CEQA Guidelines call for the identification of an “environmentally superior” alternative that would have fewer significant effects than the proposed project, notwithstanding the desire to meet project objectives. Consequently, Alternative A: No Project Alternative would be the environmentally superior alternative. Under CEQA, if the No Project Alternative is the environmentally superior alternative, the Lead Agency is required to identify an environmentally superior alternative among the other alternatives. Accordingly, Alternative B: Adaptive Reuse of Existing Building would be the environmentally superior alternative.

II. PROJECT DESCRIPTION

The project sponsor, Pacific Heights Franklin Partners, LLC, proposes to demolish the existing two-story automotive services building at 1450 Franklin Street and construct in its place a thirteen-story, 130-foot-high, approximately 111,720-gross-square-foot building providing about 69 dwelling units and 73 parking spaces on two above-grade levels and one basement level.

A. PROJECT SPONSOR'S OBJECTIVES

The project sponsor has the following objectives:

- X Replace the existing two-story automotive services building on the site with a high-quality, cost-effective residential/retail building in the Cathedral Hill area of San Francisco to provide 69 residential units and associated parking, and 1,472 square feet of commercial space, to meet the demands of the expanding San Francisco economy and growth in the project area.
- X Develop a project consistent with the existing urban design character of the area.
- X Complete the project on schedule and within budget.
- X Develop a project with minimal environmental disruption.

B. PROJECT LOCATION

The project site is located in the Cathedral Hill neighborhood of San Francisco, a few blocks east of Japantown and about eight blocks north of Civic Center. The rectangular 12,000-square-foot project site is fully covered by a two-story concrete and glass building housing a specialty auto dealership and repair facility. The project site is on Franklin Street between Bush Street and Fern Street (Assessor's Block 0671, Lot 006) (Figure 1, page 18). The project block is bounded on the south by Fern Street, on the west by Franklin Street, on the north by Bush Street, and on the east by Van Ness Avenue.

II. PROJECT DESCRIPTION



Source: During Associates

2-13-04

Proposed Project Location Figure 1

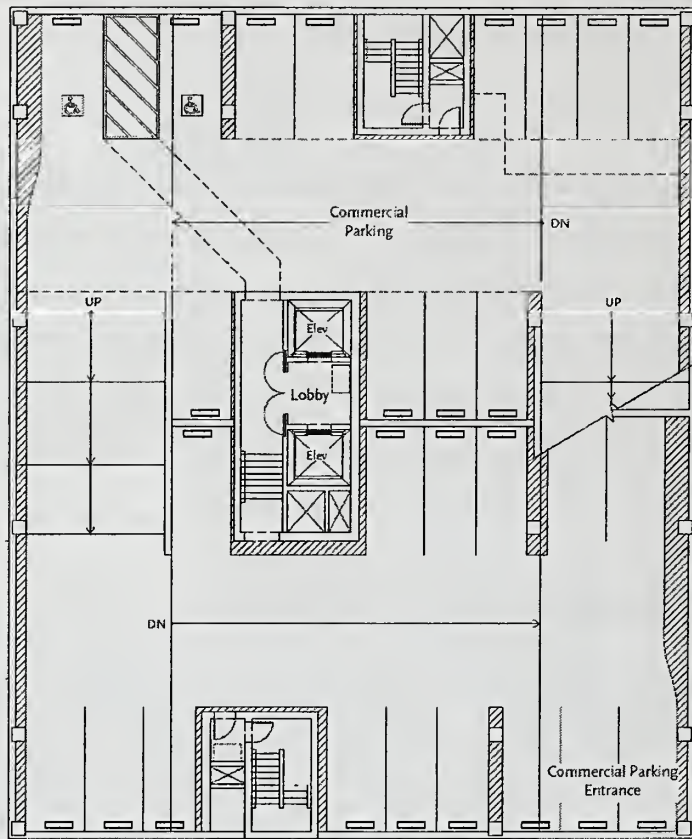
The site is within the Western Addition Redevelopment Project Area A-2, and is designated Commercial, General High Density in the *Western Addition A-2 Redevelopment Plan*. The project site is in an NC-3 (Moderate Scale Neighborhood Commercial) zoning district and 130-E height and bulk district. The project would require an Owner's Participation Agreement with the San Francisco Redevelopment Agency and approval of the schematic design by the Redevelopment Agency Commission.

The project block, including the project site, is dominated by commercial automotive land uses. The project site is currently occupied by 928-CARS, a Porsche and Vespa dealership that also sells a variety of classic sports cars. This dealership provides repair service, body work, and auto detailing, and also sells used autos on consignment. The remainder of the project block is occupied by the Ellis Brooks Chevrolet/GM auto dealership. The principal 6-story building includes a two-story showroom, auto inventory storage, body shop, and repair facility. An adjacent two-story building in the middle of the block augments the Ellis Brooks inventory storage.

C. PROJECT CHARACTERISTICS

The proposed project would demolish the existing building and construct a 13-story mixed-use building with ten floors of residential condominiums over two stories of parking, a ground-floor entrance lobby and ground-floor commercial space, and one level of underground parking. The building would provide approximately 1,472 gross square feet of ground-floor commercial office space and 69 residential apartments, including 10 studio units, 21 one-bedroom units, and 38 two-bedroom units. The ground floor of the building would provide three off-street commercial parking spaces, including one handicap accessible space. The three levels of parking (second and third floors and one basement level) would provide a total of 70 residential parking spaces, including 42 standard spaces, 26 compact spaces, and 3 handicap accessible spaces. See Figures 2 through 8, pages 20 through 26, for project schematics.

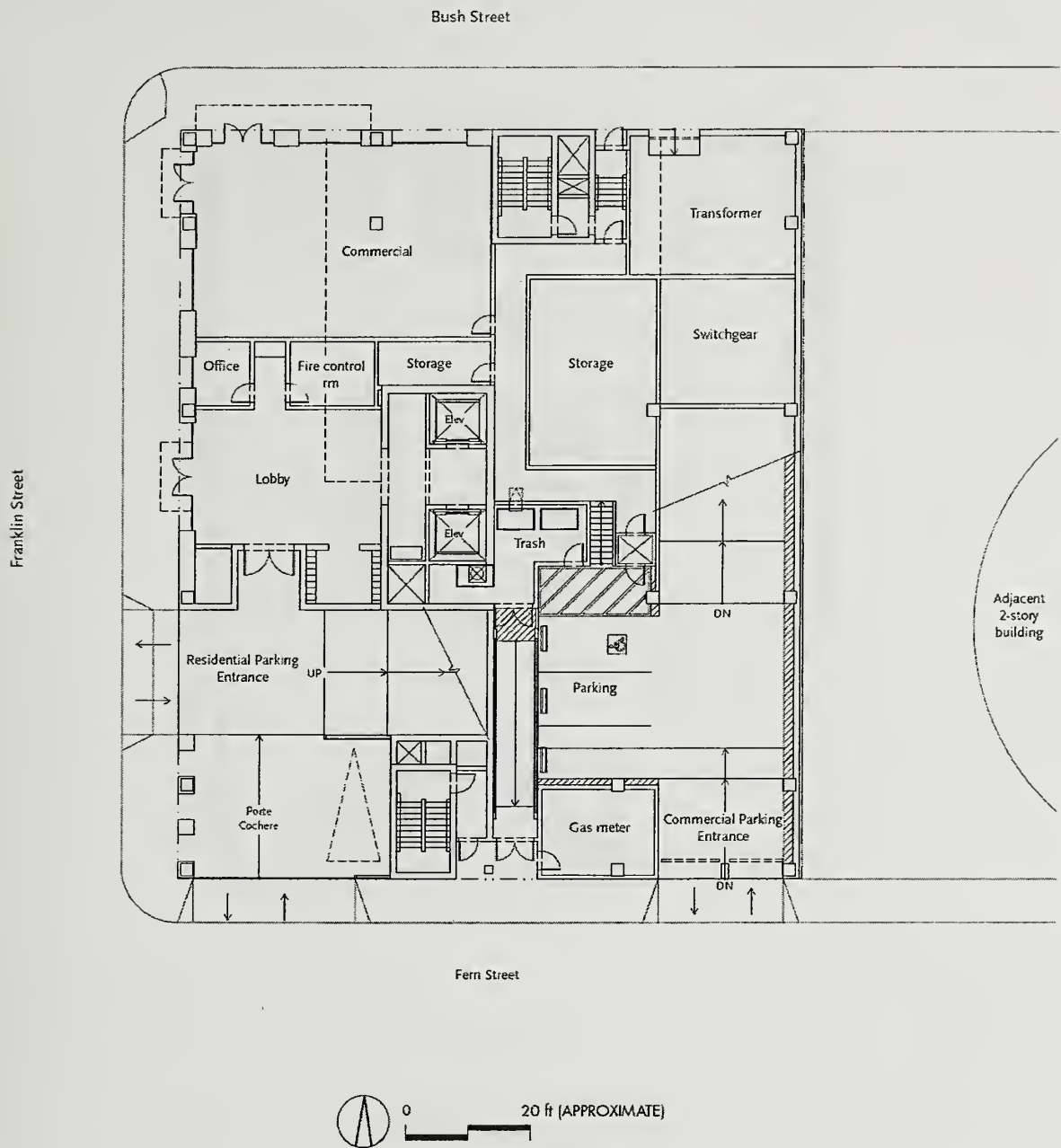
The proposed building would be 130 feet tall and would provide a total of approximately 111,720 square feet (sq. ft.) of developed space, including about 79,323 sq. ft. of residential space, and 30,198 sq. ft. of parking space. The project would provide about 6,580 sq. ft. of private open space and 403 sq. ft. of common open space. The building would also provide approximately 3,297 sq. ft. of residential utility/storage space and 726 sq. ft. of a commercial utility/storage space.



Source: MBH Architects

2-13-08

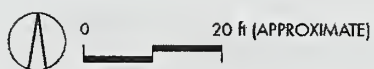
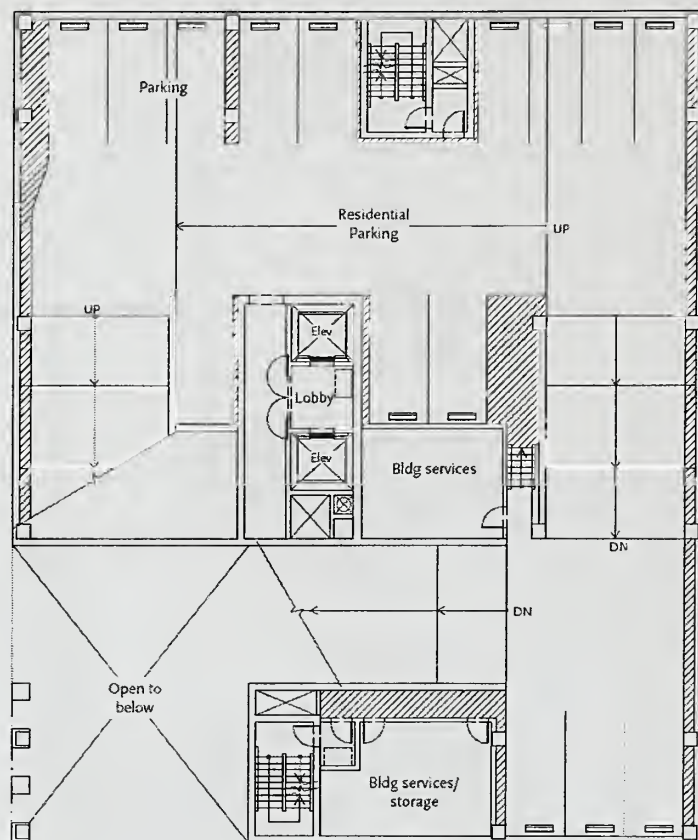
Proposed Basement Floor Plan Figure 2



Source: MBH Architects

2-13-08

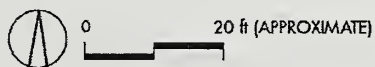
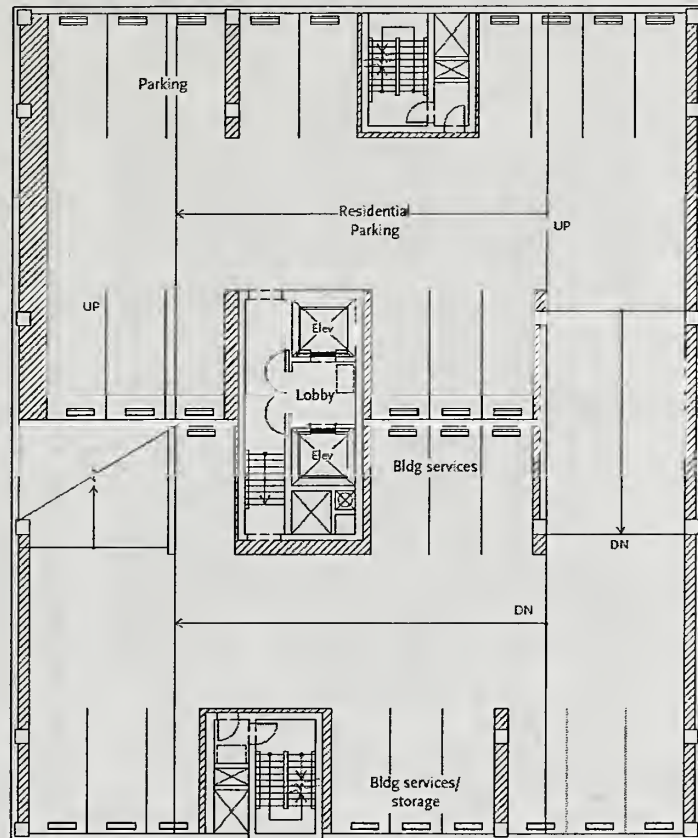
Proposed Ground Floor Plan Figure 3



Source: MBH Architects

2.13-08

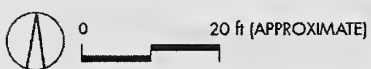
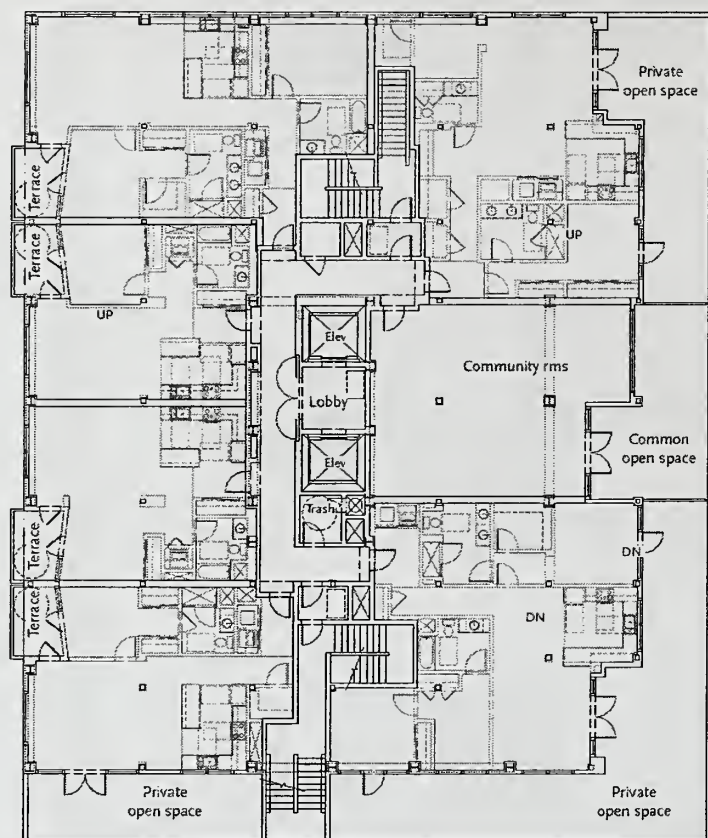
Proposed Second Floor Plan Figure 4



Source: MBH Architects

2-13-08

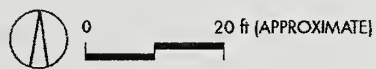
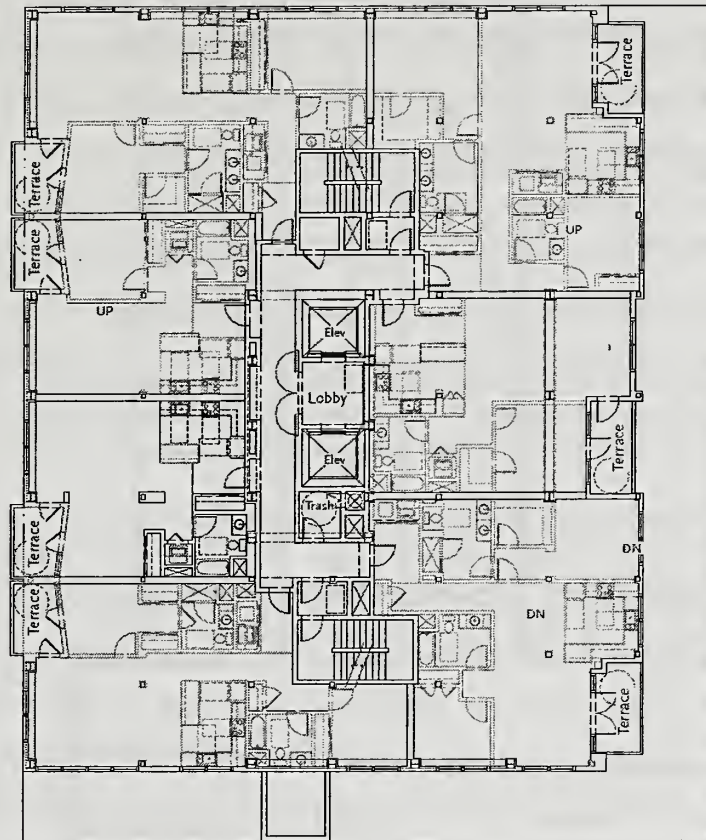
Proposed Third Floor Plan Figure 5



Source: MBH Architects

2-13-08

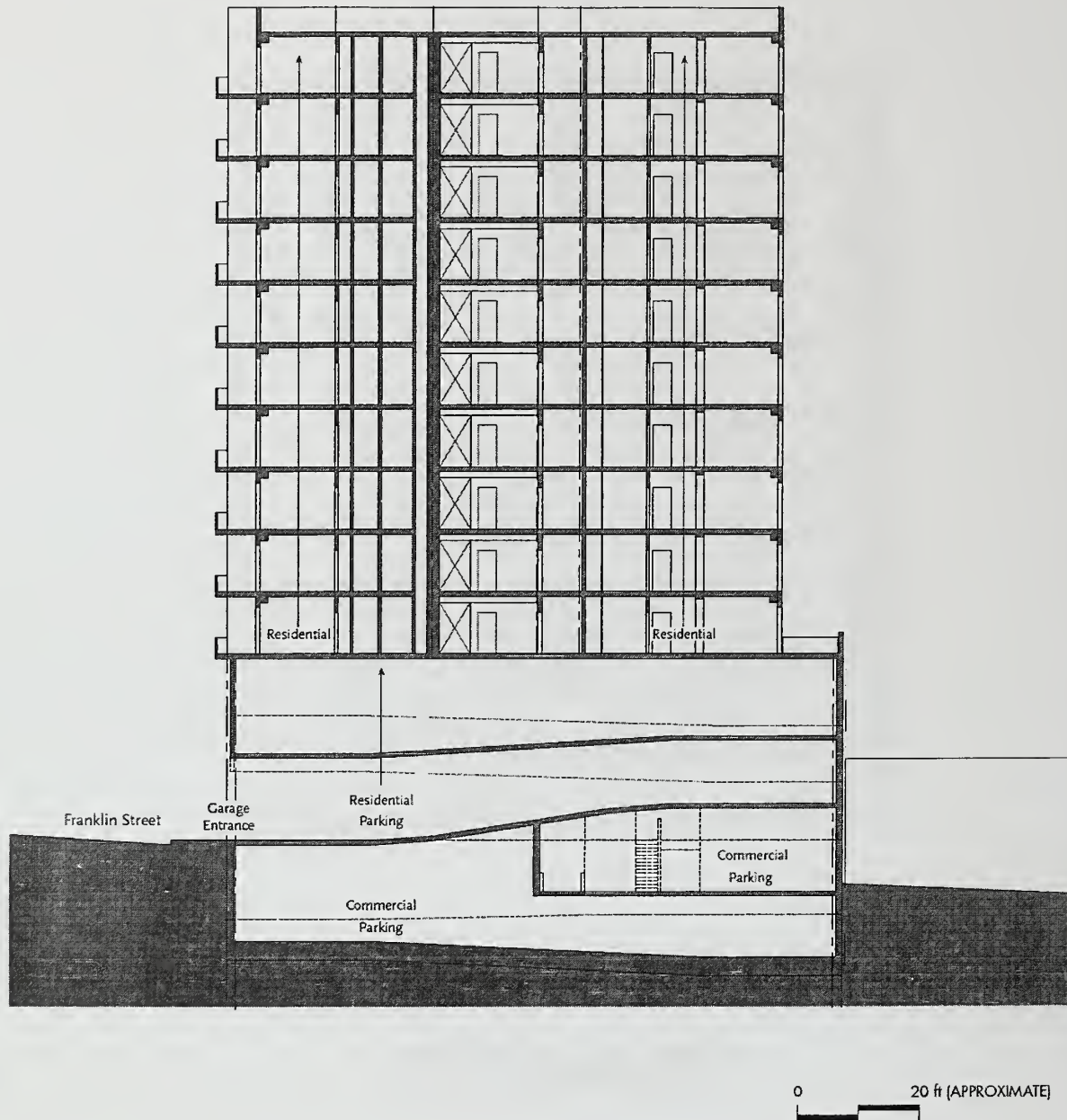
Proposed Fourth Floor Plan—Residential Figure 6



Source: MBH Architects

2-13-08

Proposed Levels Five to Thirteen—Residential Figure 7



Source: MBH Architects

2-13-08

Proposed Project Section Figure 8

Pedestrian entrances to the commercial office space would be located both on Bush and Franklin Streets. Primary pedestrian access to the residences would be from a lobby located on Franklin Street, with secondary entrances providing garage access located on Bush and Fern Streets. Two vehicle entrances would be located at the southwest corner of the building—one on Franklin Street and one on Fern Street—forming a porte-cochere that would provide internal access to the residential lobby, offering a protected off-street location for vehicles to drop off and pick up residents, and providing access to the ramp leading to the second- and third-story parking levels. A third vehicle entrance, located on Fern Street at the southeast corner of the building, would provide access to the three ground-floor commercial parking spaces and the ramp down to the basement parking level. The vehicle entrances would be gated, with access provided to residents by remote control. Access to the commercial parking spaces from Fern Street would be controlled separately, and could be left open during business hours without providing access to the residential parking.

The proposed two-bedroom apartments would range in size from 1,255 sq. ft. to 1,501 sq. ft.; all two-bedroom units would have two bathrooms. The one-bedroom units would range from 825 sq. ft. to 1,333 sq. ft. and the studio apartments would be 820 sq. ft. in size. A single one-bedroom unit on the fourth floor would include a den. Every residential unit would have a private balcony terrace providing between 65 sq. ft. and 73 sq. ft. of private open space. In addition, the three fourth-floor units (two one-bedroom units and one two-bedroom unit) would have an additional private terrace facing Fern Street or to the east; these terraces would range from 345 sq. ft. to 973 sq. ft. in area.

The residential lobby would have two elevators, a mail room, and access to a manager's office and a fire control room. Separate stairways providing pedestrian access to the basement and upper-level parking and to residences on the upper floors would be located on the north and south sides of the building, near the middle of the building, with street access on Bush Street and Fern Street, respectively.

The proposed building would cost approximately \$30 million and would take about 24 to 28 months to construct.

The steel-frame podium-based building would be clad in a mixture of cement plaster, aluminum window systems, metal panels, and stone tiles or panels. A slightly recessed ground floor would be enclosed by expansive storefront windows and punctuated by pedestrian entrances on both the Franklin and Bush Street frontages. The projecting podium base, consisting of the second and third floors, would present a single solid plane along each frontage. The upper floors of the building would be articulated by both flush rectangular windows and recessed square windows and projecting private terraces enclosed by steel-framed glass and metal panels.

D. PROJECT APPROVAL REQUIREMENTS

There will be a public comment period for the Draft EIR, as noted on the cover of this report, along with a public hearing on the adequacy of the Draft EIR before the Redevelopment Agency Commission. Following the public comment period, responses to written and oral comments will be prepared and published in a document titled "Summary of Comments and Responses to Comments" ("Summary Document") and presented to the Redevelopment Agency for certification as to accuracy, objectivity, and completeness. No approvals or permits may be issued before the Final EIR (consisting of the Draft EIR and Summary Document) is certified by the Redevelopment Agency.

The project would require the following actions (under the existing zoning regulations), with acting bodies shown in italics:

- X Owner's Participation Agreement with the San Francisco Redevelopment Agency. *Redevelopment Agency approval*
- X Schematic Design approval by the Redevelopment Agency, including determinations of consistency with the *Western Addition A-2 Redevelopment Plan*, the *Design for Development*, the *General Plan*, the *Van Ness Avenue Area Plan*, and other relevant plans. *Redevelopment Agency approval*
- X Building and Demolition Permit. *Department of Building Inspection approval*

III. ENVIRONMENTAL SETTING AND IMPACTS

On the basis of an Initial Study published on February 20, 2008, the San Francisco Redevelopment Agency determined that an EIR was required for the 1450 Franklin Street project. As discussed in the Initial Study, physical environmental effects related to agricultural resources, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use/planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems, and wind and shadows would not be considered significant or would be reduced to a less-than-significant level by recommended mitigation measures, and hence, require no further discussion. (See Chapter IX, Appendix A, for the Initial Study.) Therefore, the EIR does not further analyze these issues. On the basis of the Initial Study, project-specific effects and/or cumulative impacts that relate to cultural resources and transportation have been determined to be potentially significant, and are analyzed in this EIR. Although it was found not to be significant in the Initial Study, this EIR also includes an assessment of project aesthetics. The analyses below and those in the Initial Study account for construction and operational impacts, where relevant. For example, construction traffic effects are discussed in Section III.C, below, and construction-related air emissions are addressed in the Initial Study (Appendix A), with mitigation measures identified to reduce construction-generated emissions evaluated in the Initial Study. Those mitigation measures are also listed in this EIR in Chapter IV, Mitigation Measures Proposed to Minimize the Potential Adverse Impacts of the project: Construction Air Quality. Cumulative impacts are analyzed for each topic.

A. AESTHETICS

The Initial Study analyzed potential impacts on aesthetics (scenic vistas, scenic resources, surrounding visual character, and light and glare) of the proposed project and concluded that project impacts on scenic vistas, and the existing visual character of the project vicinity would be less-than-significant. (See Appendix A, Notice of Preparation/Initial Study.) The project's impacts on scenic vistas and surrounding visual character are discussed below to provide the reader with information on the urban design of the project.

SETTING

URBAN FORM

The project site is located in the Cathedral Hill neighborhood of San Francisco, a few blocks east of Japantown and about eight blocks north of Civic Center. The rectangular 12,000-square-foot project site is fully covered by a two-story concrete and glass building housing a specialty auto dealership and repair facility. The project site is on Franklin Street between Bush Street and Fern Street. Franklin Street is a one-way northbound roadway of three lanes, and it is a primary route, along with Van Ness Avenue, from the end of the Highway 101 Freeway to Lombard Street, the Golden Gate Bridge, and the continuation of Highway 101 north. Bush Street is a one-way eastbound roadway of three lanes and is a main cross-town road.

The project block is currently developed with commercial uses. Nearby land uses include residential, office, retail (including restaurant), auto service, church, and parking. There is a variety of building types, sizes, and ages, with building heights varying from one to 14 stories in the immediate project vicinity, with most buildings ranging from two to three stories. There is a preponderance of residential uses in the vicinity of the project site, particularly to the west of the site. The 14-story San Francisco Towers, a residential life-care facility, is located one block to the north. A 12-story office building with ground-floor commercial uses is located directly across Fern Street to the south, and a 6-story commercial building housing an auto dealership and service center is located on the eastern half of the project block. Within five blocks of the project site, there are five- to eight-story residential apartment buildings, residential towers (from 45-300 units and 11-25 stories in height), and large hotel or office buildings from 8 to 12 stories.

The project block, including the project site, is dominated by automotive land uses. The project site is currently occupied by 928-CARS, a Porsche and Vespa dealership that also sells a variety of classic sports cars. The remainder of the project block is occupied by the Ellis Brooks Chevrolet/GM auto dealership. The principal 6-story Ellis Brooks building includes a two-story showroom, auto inventory storage, body shop, and repair facility. An adjacent two-story building in the middle of the block augments the Ellis Brooks inventory storage.

Land uses in the block south of the project block front onto Sutter Street, with Fern Street (which separates the two blocks) functioning as an alley to rear building entrances, with the exception of an entrance to a four-story public parking garage. The Sutter Street side of this building is occupied on the ground floor by a cleaners, carpet store, and café. Sutter Plaza, an articulated building ranging between six and twelve stories in height, occupies the west end of this block and houses offices for about 85 companies, including numerous law firms, accountants, insurance companies, title companies, real estate firms, travel agencies, software developers, and many other uses. The ground floor of the Franklin Street frontage of the building is occupied by a copying/printing shop and Golden Gate Hearing Services. Other land uses in this block include a five-story red brick apartment building (1350 Sutter) with 58 residential units and vacant commercial space formerly occupied by a health club. This latter use is housed in a two-story cement block building that occupies the east end of the block and is occupied by Van Ness Avenue frontages housing a vintage clothing store (1305 Van Ness) and a recently opened BevMo outlet (1300 Van Ness).

Land uses on the block north of the project site along Bush Street include offices for a mortgage company and a realty company, an auto body shop, a vacant former public parking facility, cleaners, and travel agency. With the exception of the office building and the larger commercial buildings, residential uses occupy the upper floors of the mostly two- and three-story buildings on this block. The east end of the block, on the southwest corner of the Bush Street/Van Ness Avenue intersection (1405 Van Ness) is a seven-story apartment building with 28 units and a café and sushi restaurant in the ground-floor frontage on Van Ness. The northwest corner of this block, at 1415 Van Ness Avenue, is a vacant commercial retail building. The entire block to the north—defined by Van Ness on the east, Pine Street on the north, Franklin Street on the west, and Austin Street on the south—is occupied by San Francisco Towers, a 14-story residential life-care facility with 240 independent living units, 12 assisted care units, and a 55-bed skilled nursing facility. Three retail uses occupy ground-floor spaces in the building on or near Van Ness Avenue, including a café (1477 Van Ness), a

III. ENVIRONMENTAL SETTING AND IMPACTS

A. Aesthetics

kitchen and bath supply store (1455 Van Ness), and a home audio/video components store (1603 Pine Street).

The block immediately west of the project block is entirely developed with residential uses, with the exception of a two-story commercial building on the east end of the block, which is principally occupied by a automotive tire sales and service dealer (1499 Franklin), but has an aikido gym and four offices on the side of the building, at 1625 Bush. The mid-block residential uses are all three-story buildings, and include two 12-unit apartment or condominium buildings, a 21-unit apartment building, a 3-unit condominium building, and a private residence under renovation. Two seven-story buildings occupy the west end of the block and house 28 apartment units at 1520 Gough Street and 40 apartments at 1530 Gough Street. This block is separated from the block to the south by Fern Street, which again functions as an alley, providing rear access to the buildings on both blocks.

This block, bounded by Fern, Franklin, Sutter, and Gough Streets, has a greater diversity of land uses. Two six-story buildings occupy the east end of the block and house ground-floor retail uses over 39-unit and 40-unit residential apartments, respectively. The ground-floor uses include a day spa, psychic reader, and liquor store. Sutter Street is developed with a travel agent (1406 Sutter), cleaners (1412 Sutter), flower shop (1414 Sutter), and imported furniture store (1420 Sutter). A 15-unit apartment building at 1440 Sutter occupies a four-story brick and wood shingle building. Three-story buildings house a residence over a Mail Box Plus store, offices for Senior Living Valuation Services, Inc., and a 16-unit apartment building. A five-story cement and stucco building occupies the west end of the block and houses the 68-unit Sutter Apartments, with a podiatrist's office located on the ground floor of the building.

The block adjacent to the project site to the northwest is dominated at the west end by Trinity Episcopal Church, an imposing five-story traditional stone building. Within the church is The Next Stage theater, at 1620 Gough Street. Mixed uses dominated by residential use characterize the remainder of the block. Commercial uses predominate on the Bush Street side of the block, and include a coin laundromat, café, cleaners, and two small (two and three stories, respectively) office buildings. A residential home is vacant and under renovation, perhaps for conversion to offices. Ten apartment units are located over the cleaners in the four-story building at 1628 Bush Street. Another two-story office building occupies the northwest corner of the block, at 1523-1525 Franklin Street.

Along Austin Street, which defines the block on the north, there are four two-story residential duplexes and one three-story residential triplex.

The next block to the north—bounded by Austin Street on the south, Pine Street on the north, Franklin Street on the east, and Gough Street on the west—is dominated by low-rise residential buildings, most of which front on Pine Street, with their rear yards facing Austin Street. Only two residences front onto Austin: a two-story duplex and an adjacent five-story apartment building with approximately ten units. A four-story office building occupies the southeast corner of the block. Thirty professional offices occupy the upper floors and a restaurant and travel agency occupy the ground floor, at 1533 and 1535 Franklin Street, respectively. Another four-story mixed-use building occupies the northeast corner of the block, with a Chinese restaurant on the ground floor and private residences on the upper floors. The remainder of this block is developed entirely with residential buildings, many of them three-story triplexes. In addition, there are several four-story apartment buildings, each containing between 12 and 40 units.

Architectural styles in the project vicinity are mixed, with residential buildings featuring predominantly Italianate and simplified Victorian architecture, and commercial structures incorporating utilitarian modern design with Italianate and Renaissance Revival ornamentation. Although buildings vary in style, age, size, form, and façade treatment, there is a broad pattern of generally rectilinear low- and mid-rise buildings, with horizontal, rather than vertical, massing, interspersed with several high-rise, vertically-oriented structures. The overall visual character of the area is decidedly urban with a mix of 1-14 story buildings creating a varied visual scale.

VIEWS

View corridors are defined as physical elements such as buildings and structures that guide lines of sight and control view directions available to pedestrians and motorists. Although the sloping terrain and existing development in the immediate project vicinity restrict views to surrounding areas from the street level, the Franklin Street corridor offers limited views to the north and south, while Bush and Fern streets offer limited views to the east and west. From the project site, the Bush Street view corridor to the west is framed by small trees and low-rise commercial and commercial-residential buildings (two to four stories), and is dominated by the gothic Trinity Church one block away. Bush Street slopes downward to the west, limiting the view corridor to only a few blocks. To the east

III. ENVIRONMENTAL SETTING AND IMPACTS

A. Aesthetics

along Bush Street, the six-story beige box shaped Ellis Brooks dealership is prominently visible. The rest of the street features a mix of one- to two-story commercial buildings interspersed with three- to four-story residential structures with ground-floor commercial uses. In the distance, Bush Street slopes gently downhill, but no significant scenic elements are visible. Both directions on Bush Street are tree-lined and pedestrian friendly.

Franklin Street establishes the north-south view corridor. The southern view corridor from 1450 Franklin is marked by more commercial and taller, modern housing developments than the pedestrian-friendly Bush Street. The style of the plain, modern, off-white 12 story office/commercial building immediately south of Fern Street evokes the unadorned surfaces and straight-cut lines of the older buildings lining the view corridor. Four- to six-story residential buildings of various styles and periods characterize the rest of the southern view corridor. To the north, the view consists of lower one- to three-story mixed-use buildings, with the 14-story San Francisco Tower punctuating the view on the eastern side of the street.

Public sites possessing views of the project area include the immediate vicinity along Bush and Franklin Street as well as Lafayette Park, located four blocks away. Surrounded by urban uses, no portion of the existing building at 1450 Franklin is tall enough to be visible from Lafayette Park. Impacts of the proposed project on the vistas from Lafayette Park will be discussed below. From other public locations in the project vicinity, the surrounding urban development, terrain, and slope of the area precludes any significant scenic vistas or views of the project area in the distance. From the immediate surface street area, no significant vistas of scenic elements such as the Bay or City skyline are present, and most views are interrupted by existing high- and low-rise urban developments.

Private views in the area are mostly screened by urban development and terrain. Taller structures such as the San Francisco Towers and the commercial office building south of the project area enjoy limited views of distant hills in the direction of the proposed project.

IMPACTS

SIGNIFICANCE CRITERIA

A project would have an adverse impact on visual quality if it would: (1) have a demonstrable negative aesthetic effect on the character of the surrounding area, (2) introduce new sources of light or glare, or (3) substantially degrade or obstruct scenic views from public areas.

The Initial Study published on February 20, 2008 established that no new sources of light or glare would be created. Therefore, this EIR is focused upon impacts to the aesthetic character of the surrounding area, and degradation or obstruction of scenic views from public areas.

Changes in visual quality and urban design would result from two aspects of the proposed project: (1) demolition of the existing two-story automotive services building on the site, and (2) construction of the proposed project.

VISUAL ANALYSIS

The proposed project would increase the scale of development on the 1450 Franklin site from a two-story rectangular commercial building to a 13-story steel frame concrete, stone, and glass residential tower with ground-floor commercial uses. The proposed structure would be eight stories taller than the neighboring Ellis Brooks dealership that occupies the remainder of the project block. Although the proposed structure would have 13 stories as compared to the 12 stories of the commercial building to the south, it would be shorter than this building due to its lower floor-to-ceiling height, and smaller in massing. The San Francisco Towers, located one block north on Franklin Street, is slightly taller and possesses a much greater mass than the proposed project. The project would comply with the applicable 130-foot height limit, and would not significantly exceed the prevailing scale of comparable buildings in the area. It would be neither the tallest nor the largest building in the immediate area.

The ground floor would be slightly recessed from the property line, with the second and third stories flush with the property line. The remaining floors would have projecting private terraces complimented by recessed and flush windows. In keeping with the style of the neighborhood, the

III. ENVIRONMENTAL SETTING AND IMPACTS

A. Aesthetics

building would be generally flush with the property line; there would be no ground-level open space or pedestrian plaza.

The proposed project would be consistent with the massing of the existing taller buildings in the area and would not create a significant impact on the urban form of the neighborhood (see Figures 9 through 12 on the following pages, which include photosimulations of the proposed project).

From vantage points along the nearby segments of Bush, Franklin, and Fern Streets, the proposed building would be clearly visible, but its height, mass, rectilinear form, and exterior treatments would not be substantially different from existing nearby buildings and the general pattern of development in the vicinity. The building would add to the existing mass of structures in the area, but would not rise substantially above the existing skyline as viewed from public streets. The proposed building would not substantially block views, including designated scenic public views or vistas, from vantage points along Bush, Franklin, and Fern Streets. Private views from the San Francisco Towers would be minimally affected, as most of the natural views from the towers are already obscured by urban development. While the project tower would be visible from certain dwelling units in the San Francisco Towers, it would represent a single element, limited in scope, in the larger viewshed. Furthermore, the building would be in visual line with the 12-story building immediately south of the project block. Therefore, to the limited extent the project building would block private views from the San Francisco Towers, those views would already be blocked for the most part by the existing Sutter Plaza building to the south.

The project building's upper floors, would be visible from some vantage points in nearby Lafayette Park. Similar to the effect on views from surrounding streets, the project would add to the mass of visible structures, but its height of 130 feet would not rise substantially above the existing skyline or substantially block views from the park. The proposed project would not have a significant visual impact on public views from Lafayette Park. Again, due to the proximity of Sutter Plaza, the proposed building would occupy a similar spot in the viewshed as this existing building, as viewed from Lafayette Park.

Under CEQA, changes to private views are generally not considered significant unless they affect a large number of people or constitute a dramatic degradation of views. Because of the local



View Looking West on Bush Street at Van Ness Avenue Figure 9

III. ENVIRONMENTAL SETTING AND IMPACTS

A. Aesthetics



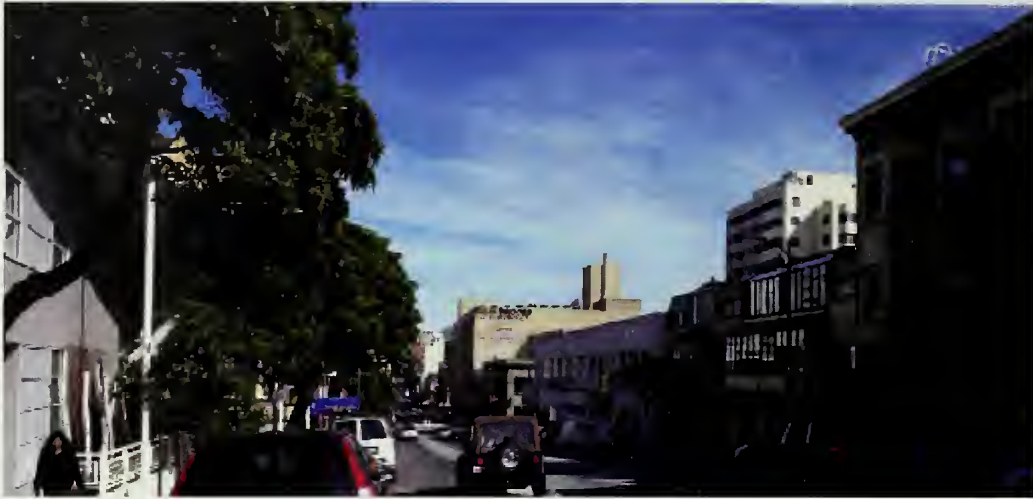
View Looking North on Franklin Street at Sutter Street Figure 10



View Looking South on Franklin Street at Pine Street Figure 11

III. ENVIRONMENTAL SETTING AND IMPACTS

A. Aesthetics



View Looking East on Bush Street at Gough Street Figure 12

topography, existing development in the project area, and the project's height relative to existing buildings in the vicinity, expansive views from many locations would not be blocked by the proposed building. A portion of the views from neighboring buildings may be interrupted in some cases, as discussed above, but due to the size of the footprint of the proposed project, and existing development and topography, the interruption in views would be limited. For the above reasons, the proposed project's impacts on private scenic views would be limited, and would be considered less than significant.

Visual elements of the proposed building would be designed to compliment the surrounding area. The steel-frame podium-based building would be clad in a mixture of cement plaster, aluminum window systems, metal panels, and stone tiles or panels. A slightly recessed ground floor would be enclosed by expansive storefront windows and punctuated by pedestrian entrances on both the Franklin and Bush Street frontages. The projecting podium base, consisting of the second and third floors, would present a single solid plane along each frontage. The upper floors of the building would be articulated by both flush rectangular windows and recessed square windows and projecting private terraces enclosed by steel-framed glass and metal panels. Cement plaster and stone masonry are commonly found cladding many of the commercial buildings in the area, while metal panels and aluminum window systems would present a modern element to the project's appearance. The clean lines and rectilinear form is evocative of the Italianate and simplified Victorian architectures found in the area, and compliments the modern yet less ornate appearance of the commercial office building located immediately south of the project area.

While introducing new architectural elements to the immediate vicinity, the proposed project retains many elements of the traditional and simple appearance of the neighborhood, including straight, clean defining lines, and simple, non-ornate features. Therefore, the appearance of the building would be considered consistent, and would present a less-than-significant impact.

CONCLUSION: VISUAL ANALYSIS

The proposed project would replace the two-story commercial building with a 130-foot-tall residential building with commercial space on the ground floor. The project building would constitute a noticeable change in the visual environment, and add to the overall mass and visual density of the existing development and urban form of the Cathedral Hill area. The height and bulk

III. ENVIRONMENTAL SETTING AND IMPACTS

A. Aesthetics

of the proposed project building would not differ substantially from existing buildings in the project vicinity, and the building design would be visually compatible with the adjacent and nearby buildings. The proposed project would be constructed within the existing block and street configuration. The project would not substantially change important view corridors or obstruct scenic views, including designated scenic public views or vistas, from Bush, Franklin, and Fern Streets, or from Lafayette Park. The proposed project would be visible from some of these vantage points, but would not rise substantially above the existing skyline.

The proposed building would change the visual character of the site and vicinity; however, the project would not substantially alter the existing character of the site, or be incompatible with the surrounding environment by introducing structures of substantially different visual character, substantially greater size, mass, or scale, or demonstrably negative visual character, into the area. For these reasons, the proposed project would not result in significant adverse impacts, either project-specific or cumulative, on visual quality and urban design on the project site or the project vicinity.

B. HISTORICAL RESOURCES

The Initial Study analyzed potential impacts on archaeological and paleontological resources of the proposed project and concluded that implementation of Mitigation Measure CR-1 would reduce the potentially significant disturbance, damage, or loss of archeological or paleontological resources during project construction to a less-than-significant level, and that archeological and paleontological resources require no further analysis. (See Appendix A—Initial Study.) The Initial Study also determined that, the project's impact on historical resources would be considered to be a significant cumulative impact, and would therefore be examined in more detail in the EIR. Accordingly, the project's impacts on historical resources are discussed below.

SETTING

HISTORIC ARCHITECTURE

This section includes information on the history, architecture, and significance of the existing building on the project site, constructed in 1922. The project site is not within an established historical resources district or zone. Consequently, the historic analysis is confined to the elements of the existing building and immediate project area. The information presented in this section is based on an evaluation of the project building by McGrew Architecture.¹

Historical Significance of the Project Building

Originally designed by Meyer & Johnson, Architects, 1450 Franklin was built in 1922 in San Francisco's "Auto Row" area, centered on the main thoroughfare of Van Ness Avenue that was a popular location for automobile showrooms and associated support buildings. Commissioned by Joseph Pasqualitti, the building originally housed three separate businesses, all automobile-service related. The project site is currently occupied by 928-CARS, a Porsche and Vespa dealership that also sells a variety of classic sports cars. This dealership provides repair service, body work, and auto detailing, and also sells used autos on consignment, a use similar to the building's original purpose.

¹ McGrew Architecture, *Historic Resource Evaluation Report, 1575-95 Bush Street/1450 Franklin Street*, January 2008.

III. ENVIRONMENTAL SETTING AND IMPACTS

B. Historical Resources

Architect Frederick Meyer was one of the most prolific architects to work in San Francisco around the turn of the century, yet today he is less well known than many of his contemporaries. He designed many notable structures, including the Rialto Building (1902), at 116 New Montgomery Street; the Cadillac Hotel, a City Landmark; the Union Iron Works Administration Building (1917), at the corner of Illinois and Twentieth Streets, a City Landmark nominee; and the German House (1913), at 601-625 Polk Street, also a City Landmark. Meyer was one of three architects that collaborated to design the first major Civic Center building to be completed, the Exposition (or Civic) Auditorium (1914), which is in a local, State, and National Register historic district.

Architectural Significance

Exterior:

The building at 1450 Franklin Street is a two-story rectangular concrete structure that measures 100 ft. wide, by 120 ft. deep by approximately 30 ft. high. It has three visible facades: one each facing Bush Street, Franklin Street, and Fern Street; to the east, the building abuts a garage structure. The exterior of the two-story concrete building is substantially utilitarian in character, although the Bush and Franklin Street facades display modest quality of restrained decorative Renaissance Revival ornament focused on or near the cornice.

North Facade: Bush Street

The north façade of 1450 Franklin Street is three bays wide and faced with painted cement plaster over a concrete structural frame. The easternmost bay of the first-floor level is intact with its single door topped by a triangular pediment that illustrates the building's original detailing at the street level. The original materials of the other two bays have been replaced with a contemporary glazing system that utilizes bronze anodized aluminum glazing sections and large expanses of plate glass. The westernmost bay was originally an automobile service station, but no evidence of its original appearance survives. The upper level features small-pane factory sash in each bay that is trimmed at the top with a row of plaster egg-and-dart molding. The slightly projecting cornice surmounts a dentilated cement plaster course that in turn is visually supported by an arched corbel course; the cornice is topped by what appears to be a row of Spanish clay tile. Four structural concrete columns are decorated with slender paired pilasters that are capped with simplified composite capitals. Above each capital is a single shield motif.

West Façade: Franklin Street

The west facade is divided into six bays; five are of equal width and the southernmost sixth bay is approximately half the width of the others. This last bay provides access to a concrete ramp for auto access to the upper level. An overhead door provides security for this bay. The facade features exactly the same decorative and glazing treatment as the front facade.

South Façade: Fern Street

The south facade of 1575-95 Bush/1450 Franklin Street, which faces Fern Street is built of painted board-formed concrete with no architectural embellishments. The upper level features the same factory sash found on the other facades, while the lower level contains a number of odd-sized openings.

POLICY AND REGULATORY FRAMEWORK

The evaluation of properties for potential impacts to "historical resources" under CEQA is a two-step process; the first step is to determine whether the property is an "historical resource" as defined in Section 15064.5(a)(3) of CEQA, and if it is an "historical resource," the second is to evaluate whether the action or project proposed by the sponsor would cause a "substantial adverse change" to the "historical resource."

This section examines the national, State, and local historical ratings assigned to 1450 Franklin in State and local surveys and evaluations.

The Foundation for San Francisco's Architectural Heritage

The Foundation for San Francisco Architectural Heritage ("Heritage") is the City's oldest not-for-profit organization dedicated to increasing awareness and preservation of San Francisco's unique architectural heritage. Heritage has completed several large-scale, intensive surveys throughout the City, the most important of which was the 1977-1978 Downtown Survey. This survey, published in book form as *Splendid Survivors* in 1978, forms the basis of San Francisco's *Downtown Plan*. In 1984, the survey was expanded from the Downtown to the South of Market area, in a project called *Splendid Extended*. Heritage ratings, which range from A (highest importance) to D (minor or no importance), are analogous to Categories I through V of Article 11 of the *San Francisco Planning Code*, although the Planning Department uses its own methodology to reach its independent findings.

The 1450 Franklin building has been rated "C** Importance" by Heritage. These are buildings, which are "distinguished by their scale, materials, compositional treatment, cornice, and other features. They provide the setting for more important buildings and add visual richness and character to the Downtown area. Many C-group buildings may be eligible for listing on the National *Register of Historic Places* as part of historic districts". Structures with C** ratings may be eligible for "B" status if they undergo restoration. B-group buildings are eligible for the National Register, and are of secondary priority for City Landmark status.

The Planning Department's *CEQA Review Procedures for Historic Resources (Final Draft—10/08/04)* states that buildings evaluated in Heritage surveys fall into "Category C, Properties Requiring Further Consultation and Review." The review procedures further state that properties listed in Area Plans may require additional consultation or research. 1450 Franklin is not listed in the *Van Ness Avenue Plan* as "significant" or "contributory"; therefore, the Heritage rating does not necessarily constitute an historical resource designation under City CEQA review procedures. Furthermore, the Heritage ranking of "C**" is not sufficient to independently deem 1450 Franklin to be "significant" under *CEQA Guidelines* Section 15064.5(a)(2).

California Historical Resources Status Code

Properties listed or under review by the State Office of Historic Preservation ("OHP") are assigned Status Codes of "1" to "7" in order to establish a baseline record of their historical significance. Properties with a Status Code of "1" are listed in the California or National Register, while those with Status Code "2" have been formally determined eligible for such listing. Properties with Status Codes "3" or "4" appear to be eligible for listing in either register through survey evaluation. Properties with Status Code of "5" are typically locally significant or of contextual importance. Status Code "6" is assigned to properties that have been found ineligible for listing in any register, and Status Code "7" indicates that a property has not yet been evaluated by OHP. The building at 1450 Franklin has not yet been assigned a status code.

National Register of Historic Places

The 1450 Franklin Street building is not listed in the National Register of Historic Places.

Van Ness Avenue Plan

The building at 1450 Franklin Street is not listed in the *Van Ness Avenue Plan* as a "significant" or "contributory" building.

EVALUATION OF HISTORICAL RESOURCES

To be considered an historical resource, a building, object, site, or structure must be demonstrated to be eligible for listing in the California Register of Historical Resources ("California Register"). This section analyzes the significance of 1450 Franklin Street and its potential eligibility for listing in the California Register. This section begins with an introduction of the California Register and a discussion of the building's potential significance under each of the four criteria for listing. The analysis concludes with a discussion of the building's integrity and the extent of past alterations. Although some past surveys indicate that auto-related buildings in the vicinity have contextual significance, an analysis of the building's precise construction chronology, historical context, and integrity has not been undertaken. The building has never been assigned a California Historical Resource Status Code ("CHRSC") by the California Office of Historic Preservation. It is the purpose of this section to establish a baseline record of the building and any historical and architectural significance it may have.

California Register of Historical Resources

The California Register is an authoritative guide to significant architectural, archaeological, and historical resources in the State of California. Significant resources can be listed in the California Register through a number of methods. Automatically listed properties include California Historical Landmarks, California Points of Historical Interest, and National Register-eligible properties, including listed buildings and those that have been formally determined to be eligible. Properties can also be nominated for inclusion in the California Register by local governments, private organizations, and citizens. In addition, properties identified in qualified historical resource surveys with a CHRSC of 1 to 5, or locally-designated landmarks listed by city or county ordinance can be listed in the California Register. The designating criteria used by the California Register are based closely on those developed by the National Park Service for the National Register. In order to be determined eligible for listing in the California Register a property must be demonstrated to be significant under one or more of the following criteria:

III. ENVIRONMENTAL SETTING AND IMPACTS

B. Historical Resources

Criterion 1 (Event): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2 (Person): Resources that are associated with the lives of persons important to local, California, or national history.

Criterion 3 (Architecture): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

Criterion 4 (Information Potential): Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

The 1450 Franklin Street building does not appear to be individually eligible for listing in the California Register under Criterion 1 (Events) because it does not have an important association with events that have made a "significant contribution to the broad patterns of local or regional history." Similarly, 1450 Franklin Street does not appear to be eligible for California Register listing under Criterion 2 (Persons), because no persons important to local, regional, or national history have primary associations with the property.

The building does not appear to be individually eligible for California Register listing under Criterion 3 (Architecture). Although 1450 Franklin Street may "embody the distinctive characteristics of a type, period, or method of construction," it cannot be considered an *important example* as required for eligibility by the National Register guidelines. Having undergone relatively few alterations over its lifetime, 1450 Franklin Street is typical of the utilitarian concrete garage and repair facilities constructed on the periphery of Van Ness Avenue during the 1910s and 1920s. With its concrete floor slabs and ramp, simple concrete structural system, and simplified Renaissance Revival detailing, the building would not qualify for listing under Criterion 3 as a building that possesses "high artistic values." While architect Frederick Meyer is an acknowledged "master architect," the guidelines state that "(A) property is not eligible as the work of a master . . . simply because it was designed by a prominent architect." Having designed numerous landmark buildings, the subject property cannot be considered to be representative of his important work.

The Northwest Information Center does note that there is low possibility of identifying Native American and historic-period cultural resources on the property. Furthermore, excavation

performed to create the building's foundation and basement in 1922 would likely have removed any prehistoric or historic materials. Therefore, it is unlikely that the building would qualify for the Register under Criterion 4 (Information Potential).

Integrity

According to guidelines developed for the California Register, integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance," or quite simply "the ability of a property to convey its significance." For the purposes of defining California Register eligibility, integrity is defined as the combination of seven variables: location, design, setting, materials, workmanship, feeling, and association. The definition of each of these aspects is listed below:

- *Location* is the place where the historic property was constructed.
- *Design* is the combination of elements that create the form, plans, space, structure, and style of the property.
- *Setting* addresses the physical environment of the historic property, inclusive of the landscape and spatial relationships of the building(s).
- *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history.
- *Feeling* is the property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and an historic property.

The guidelines established for determining a building's integrity for the California Register are also based closely on those developed for use for the National Register. There are some significant differences however. In some cases a resource that has lost its historic appearance may still have sufficient integrity for the California Register "if it maintains the potential to yield significant or historical information or specific data." The project building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Over the building's lifetime, the owners have undertaken relatively few changes to the building. On the exterior, the only significant alterations include changes to the storefronts.

Context & Relationships

Van Ness Avenue

The context surrounding 1450 Franklin Street is dominated by residual auto-related businesses and large-scale multiple-family residential structures dating from the past decade. Over the past quarter century Van Ness Avenue has evolved from a primarily single-use district of auto showrooms and other auto-related businesses into a mixed-use area of entertainment and commercial uses and mid-rise residential buildings. Unlike several neighboring blocks, the 1500 block of Bush Street still has several automobile-related businesses housed in concrete or masonry buildings erected around the same time as 1450 Franklin Street.

Multiple Property Submission Historic District

The subject property is one of an undocumented number of automobile-related structures that are located near the large automobile showrooms that are the focus of the *Van Ness Avenue Plan*. Some historic studies in the past few years have identified a potential automotive-themed multiple site historic district in the area along Van Ness Avenue from Civic Center to Jackson Street, including parallel streets on the east and west and perpendicular streets. Although the *Van Ness Avenue Plan* defined several Significant and Contributing structures, it did not indicate the presence of an historic district because the area lacks sufficient concentration of the automobile-themed buildings to qualify as a traditional historic district as defined by the National Register Guidelines. However, in 2004 a Section 106 Review of the area, authored by Architectural Resource Group's ("ARG") Southern California office, stated that the automobile-themed buildings in this area "contribute to the strong automotive theme of the neighborhood, relating automobile showrooms, garages, repair shops, and motels catering to visitors traveling by car." The document concluded that the automotive-themed buildings in the area "appear to be eligible as contributing buildings to a National Register Historic District, which has not as yet been fully identified or researched." As an alternative to traditional historic districts, the National Register Guidelines utilize a Multiple Properties Nomination process that identifies themes or an historic context in which individual, physically-separated properties may be grouped for eligibility. To differentiate from a traditional historic district, this process is called a Multiple Property Submission ("MPS") Historic District. The 1450 Franklin Street building is consistent with this automotive theme and may be eligible as a contributor to a potential Van Ness Avenue MPS Historic District. It is linked to a dwindling number of other early ancillary automobile-oriented structures, such as storage and repair garages,

tire shops, and showrooms from the 1900s to the 1920s in the immediate blocks paralleling the Van Ness Avenue corridor. Although many of these building may not be individually eligible for listing in the California Register of Historic Resources, the citation by ARG and other by qualified consultants indicates that these auto-related buildings are contributors to this potential National Register MPS Historic District. Inclusion in such a district would render the buildings eligible for the California Register, as many of these buildings are essentially intact and provide a links to a unique part of San Francisco's past.

IMPACTS

SIGNIFICANCE CRITERIA

Pursuant to *CEQA Guidelines* Section 15064.5, a project would have a significant effect if it would cause a substantial adverse change in the significance of an historical resource. A "substantial adverse change" is defined by *CEQA Guidelines* Section 15064.5 as "demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

IMPACT OF THE PROPOSED PROJECT

This section analyzes the project-specific impacts of the proposed demolition of 1450 Franklin Street on the environment. First, it must be determined if the building is an historical resource under CEQA. According to Section 15064.5 (a) of the *CEQA Guidelines*, an "historical resource" is defined as belonging to at least one of the following three categories:

A resource listed in, or determined by the State Historical Resources Commission to be eligible, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).

A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering,

III. ENVIRONMENTAL SETTING AND IMPACTS

B. Historical Resources

scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1 (k) of the Pub. Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Pub. Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Pub. Resources Code sections 5020.1 (j) or 5024.1.

1450 Franklin Street is not part of an adopted local historic register and is ineligible for individual listing in the California Register, but it has been recognized in a 1983 SF Heritage Survey. According to the *CEQA Guidelines*, an eligible historical resources survey **MUST** meet all of the following criteria:

The survey has been or will be included in the State Historic Resources Inventory.

The survey and the survey documentation were prepared in accordance with State Office of Historic Preservation procedures and requirements.

The resource was evaluated and determined by the State Office of Historic Preservation to have a significance rating of Category 1 to 5 on DPR Form 523.

If the survey is five or more years old at the time of its nomination for inclusion in the California Registry, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation, as well as those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

None of the surveys that reference the subject property comply with the criteria listed above. However, the inclusion of the building rated C** in the SF Heritage survey classifies the property under CEQA review "Category B - Properties Requiring Further Consultation and Review." This is one of three categories utilized to aid in the evaluation of properties for the purpose of environmental review.² Because the property is classified under "CEQA Review Procedures for

² **Category B - Properties Requiring Further Consultation and Review.** Properties that do not meet the criteria for listing in Categories A.1 or A.2, but for which the City has information indicating that further consultation and review will be required for evaluation whether a property is an historical resource for the purposes of CEQA.

Historic Resources, Category B," an HRER was prepared to evaluate the potential significance of 1450 Franklin.

According to Section 15064.5 (b) of the *CEQA Guidelines*: "A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 15064.5 (b) (1) defines "substantial adverse change" as "...physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource would be materially impaired." Section 15064.5 (b) (2) states: "The significance of an historical resource is materially impaired when a project: (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources."

The 1450 Franklin Street building is not included in any adopted survey of historical resources that meets the requirements of the California Office of Historic Preservation. Additionally, the *Van Ness Avenue Plan* does not identify the building as a Significant or Contributing building whose demolition would have a significant effect on the environment. However, while the property at 1450 Franklin Street is not individually eligible for listing in the California Register as an historical resource, it is one of a number of buildings that contribute to a potential Van Ness Avenue National Register MPS Historic District. Therefore, although 1450 Franklin Street does not qualify as an individual historical resource, the potential Historic District does qualify as an historical resource under CEQA and changes to such properties may have impacts for the potential district.

CONCLUSION: HISTORICAL RESOURCES

To qualify as an historical resource, the building must be individually eligible for listing on the California Register or must be a contributor to an historic district. The building, located at 1450 Franklin Street is a well-preserved auto-related building that may embody the distinctive characteristics of a "type, period and method of construction," but cannot be considered an *important example* as required for eligibility by the National Register guidelines. Therefore, the proposed demolition of 1450 Franklin would not create a significant impact on cultural resources as the building does not individually qualify as a historical resource under CEQA. However, while not eligible for individual listing in the National and/or California Registries, the building is consistent

III. ENVIRONMENTAL SETTING AND IMPACTS

B. Historical Resources

with an automotive use and may be eligible as a contributor to a potential Van Ness Avenue National Register Thematic MPS Historic District. This consideration is addressed in the discussion of cumulative impacts, below.

CUMULATIVE IMPACTS

The desirability of preserving significant architectural resources in the Van Ness Avenue corridor has been documented in several surveys as well as the Planning Department's *Van Ness Avenue Plan*. The thirty-three buildings identified as Significant and the eighty-eight buildings identified as Contributory buildings in the *Van Ness Avenue Plan* are treated as architectural resources by the Planning Department regardless of their historical status. This treatment is based on Policies 11.1 and 11.3 of the *Van Ness Avenue Plan*: "Preserve the fine architectural resources of Van Ness Avenue" and "Encourage the Retention and Appropriate Alteration of Contributory Buildings." These policies call for retention and sensitive adaptive reuse of Contributory Buildings, if possible. A few of the Significant Buildings have been subsequently listed as City Landmarks, including the Earle C. Anthony Packard Showroom at 901 Van Ness Avenue and the Don Lee Building at 1000 Van Ness Avenue, which has also been listed on the National Register, as has the Paige Motor Car Co. Building at 1699 Van Ness Avenue. Otherwise, few buildings have received any formal designation.

The proposed demolition of 1450 Franklin Street would not reduce the number of Significant or Contributory buildings listed in the Van Ness Avenue Plan. Since the 1970s, the loss of 15 percent of the buildings identified as Significant or Contributory and the incompatible alteration of others to accommodate new uses has diminished the historic character of the Van Ness Avenue area. Future high-density residential construction may result in further demolition of Significant or Contributory buildings in the future. The primary stated goal of the *Van Ness Avenue Plan* (Policy 1) is the creation of significantly higher residential densities in the Van Ness Avenue Corridor through new construction on vacant or underutilized lots; the preservation of historical resources has been somewhat subordinated to this goal. Together with prior and prospective goal losses, the demolition of 1450 Franklin Street would not have a cumulative adverse impact on the listed architectural resources, identified in the plan as worthy of preservation.

Although the building at 1450 Franklin Street contributes to a potential MPS Historic District, its demolition would not necessarily result in a substantive adverse change to the significance of the MPS Historic District as a whole, which, for the purpose of this environmental review, is the potential historical resource in question. The building is one of numerous automotive-themed buildings that remain and contribute to the character of the Van Ness Avenue automotive theme area; thus there remain numerous examples within the potential District of the same type of structure that the building represents. Additionally, its location is somewhat removed from the boundaries of the San Francisco Van Ness Avenue corridor. Unlike the Van Ness Avenue corridor, the neighborhood directly surrounding the building has a varied mix of early twentieth-century mid- and high-rise residential buildings, lower-rise commercial buildings, and some mid- and high-rise late twentieth-century buildings. Nonetheless, the demolition of the building would result in the loss of a well-preserved contextual building that informs the story of the San Francisco's Auto Row, and its demolition would therefore contribute to some unknown degree to the loss of the historic fabric of the area. Given these considerations and notwithstanding the implementation of Mitigation Measure CR-2 (page 93), the cumulative impacts from demolition of the building at 1450 Franklin Street would be considered to be significant and unavoidable.

C. TRANSPORTATION

SETTING

TRANSPORTATION STUDY AREA

Figure 13 on the following page shows the study intersections as well as the parking study area. The public transit study area is shown in Figure 14.

ROADWAY NETWORK

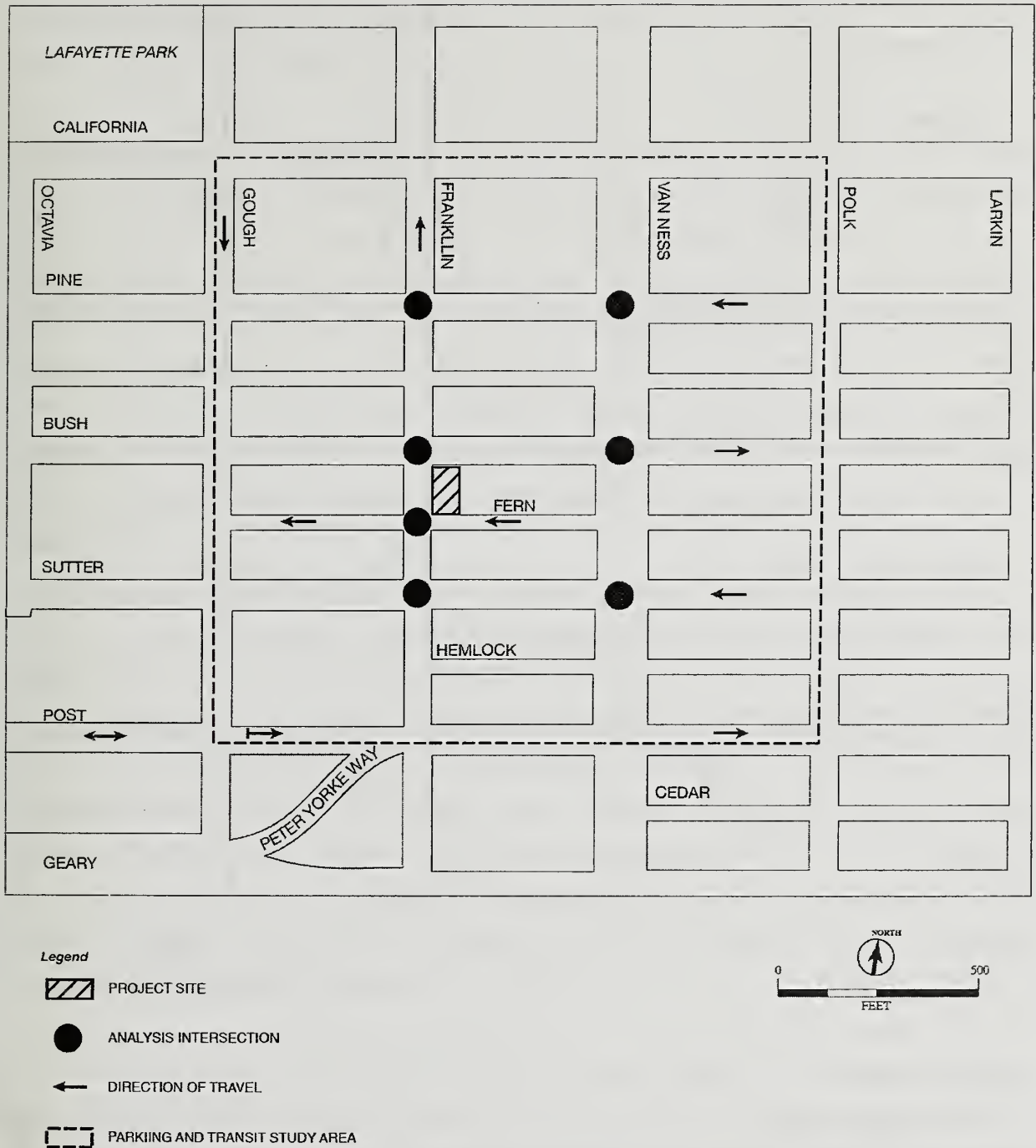
Regional Freeways

Interstate 80 ("I-80") and U.S. Highway 101 ("U.S. 101") provide the primary regional access to the project area. U.S. 101 serves San Francisco and the Peninsula/South Bay, and extends north via the Golden Gate Bridge to the North Bay. Van Ness Avenue serves as U.S. 101 between Market Street and Lombard Street. Interstate 80 (I-80) connects San Francisco to the East Bay east via the San Francisco-Oakland Bay Bridge, and continues eastward, traversing the United States. U.S. 101 and I-80 merge south of the project site. The closest access to the U.S. 101 on-ramp and off-ramp is at Market Street and Octavia Boulevard.

Interstate 280 ("I-280") provides regional access from the South of Market area to southern San Francisco, the Peninsula, and the South Bay. I-280 has an interchange with U.S. 101 south of the project area. The closest access to I-280 is provided via on- and off-ramps at the intersection of Sixth/Brannan.

Local Streets

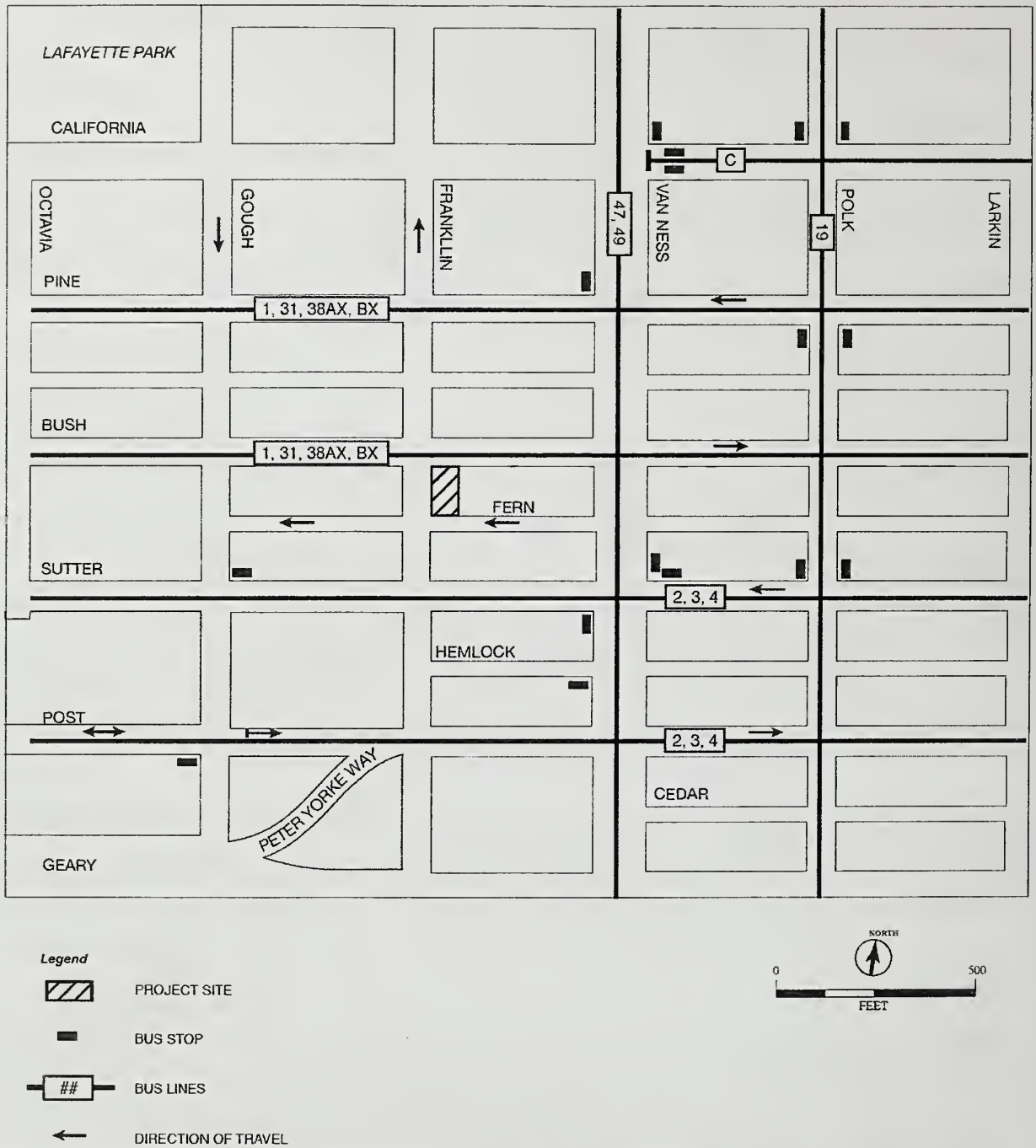
Gough Street is a one-way, southbound-only arterial south of Sacramento Street, connecting Lombard Street (U.S. 101 from the Golden Gate Bridge) and Market Street. It forms a one-way couplet with Franklin Street (which operates northbound-only). Gough Street generally has three to four 10-foot-wide travel lanes, and parking on both sides of the street. There is a tow-away regulation on the east side of Gough Street between Linden and Page Streets during the AM and PM peak periods. In the San Francisco *General Plan*, Gough Street is designated as a Major Arterial in the Congestion Management Program ("CMP") Network, part of the Metropolitan



Transportation Study Area Figure 13

III. ENVIRONMENTAL SETTING AND IMPACTS

C. Transportation



Public Transit System Figure 14

Transportation System ("MTS") Network, and as a Neighborhood Commercial Street between Golden Gate Avenue and Market Street.

Franklin Street is a one-way, northbound-only arterial connecting Market Street to Lombard Street (U.S. 101 to the Golden Gate Bridge). It forms a one-way couplet with Gough Street, which operates southbound-only south of Sacramento Street. Franklin Street generally has three to four 10-foot-wide travel lanes, and parking on both sides of the street. There is a tow-away regulation on the east side of Franklin Street between Fern and Bush Streets during the AM peak period. In addition, during the PM peak period, there is a tow-away regulation on the east side of the street between Eddy and Post Streets, and on the west side of the street between McAllister and Sacramento Streets. The San Francisco *General Plan* classifies Franklin Street as a Major Arterial in the CMP Network, part of the MTS Network, and as a Neighborhood Commercial Street between Golden Gate Avenue and Market Street.

Van Ness Avenue is the major north-south arterial in the central section of San Francisco. The roadway is part of U.S. 101 between Lombard Street and the Central Freeway (via South Van Ness Avenue). In the vicinity of the project, Van Ness Avenue has three 10-foot-wide travel lanes in each direction, separated by a center median, and with parking on both sides of the street. Left turns from Van Ness Avenue are limited; in the project vicinity southbound left turns are permitted at Clay, Bush, and O'Farrell Streets, and northbound left turns are permitted at Geary, Pine, and Sacramento Streets. Van Ness Avenue is designated as a Major Arterial in the CMP Network, part of the MTS Network, a Primary Transit Street (Transit Important), part of the Citywide Pedestrian Network, and a Neighborhood Commercial Street in the *General Plan*.

Polk Street runs between Beach Street and the intersection of Market and Fell Streets. South of Market Street, Polk Street turns into Tenth Street. In the vicinity of the project, Polk Street has one 10-foot-wide travel lane in each direction, and parking on both sides of the street. Polk Street is part of Bicycle Route #25.

Pine Street is an east-west direction roadway that begins at Davis/Market Streets in the downtown area and extends to just west of Presidio Avenue, where it meets Bush Street and becomes Masonic Avenue. Pine Street is one-way westbound, with two to three 10-foot-wide travel lanes, and parking

III. ENVIRONMENTAL SETTING AND IMPACTS

C. Transportation

on both sides of the street. There is a tow-away regulation on the south side of Pine Street between Kearny and Gough Streets during the PM peak period. Pine Street is designated as a Major Arterial, as well as a part of the Neighborhood Pedestrian Street network between Market and Kearny Streets, and between Scott and Divisadero Streets. It is also a Transit Preferential Street between Market and Kearny Streets.

Bush Street is an east-west direction roadway between Davis Street in the downtown area to just west of Presidio Avenue. The street has two to three 10-foot-wide travel lanes in the eastbound direction, with parking spaces on both sides of the street. There is a tow-away regulation on the north side of Bush Street between Franklin and Battery Streets during the AM peak period, and between Kearny and Battery Streets in the PM peak period. The *General Plan* identifies Bush Street as a Major Arterial, as well as part of the Neighborhood Pedestrian Street network between Market and Kearny Streets, and between Scott and Divisadero Streets. It is also a Transit Preferential Street between Market and Kearny Streets.

Fern Street is an east-west direction alley that runs for four blocks between Larkin Street and Gough Street, and contains one 13-foot wide travel and on-street parking on one side of the street. Between Larkin Street and Van Ness Avenue, Fern Street runs in the eastbound direction, and has on-street parking on the south side of the street. Between Van Ness Avenue and Gough Street, Fern Street runs in the westbound direction and has on-street parking on the north side of the street.

Sutter Street is an east-west direction roadway that runs between Presidio Avenue in the west, and Market Street in the east. It is one-way westbound between Market Street and Gough Street, and forms a couplet with Post Street (which runs one-way eastbound east of Gough Street). The one-way segment of Sutter Street has three 9- to 10-foot-wide travel lanes in the westbound direction. There is a tow-away regulation on the north side of Sutter Street between Market and Gough Streets during the PM peak period. The *General Plan* identifies Sutter Street as a Transit Conflict Street in the CMP Network, and as a Transit Preferential Street (secondary transit street). Sutter Street is identified as a Neighborhood Pedestrian Street between Market and Fillmore Streets, and between Scott and Divisadero Streets. Bicycle Route #16 runs westbound on Sutter Street east of Steiner Street.

INTERSECTION OPERATIONS

Existing intersection operating conditions were evaluated for the weekday PM peak hour (generally between 5:00 and 6:00 PM) of the PM peak period (4:00 to 6:00 PM). Intersection turning movement volumes at the six study intersections were counted in February 2007 (Thursday, February 1st). All study intersections, with the exception of the intersection of Franklin/Fern, are signalized.

The operating characteristics of intersections are described by the concept of Level of Service ("LOS"). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. In San Francisco, LOS A through D are considered excellent to satisfactory service levels, and LOS E and LOS F are considered unsatisfactory service levels. Unsignalized intersections are considered to operate at unsatisfactory conditions if one approach operates at LOS E or LOS F and Caltrans signal warrants are met.

The intersections were evaluated using the *2000 Highway Capacity Manual* methodology. For signalized intersections, this methodology determines the capacity for each lane group approaching the intersection. The LOS is based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS is presented for the intersection. For unsignalized intersections, average delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn), for those movements that are subject to delay.

Table 1 presents the results of the intersection LOS analysis for the existing weekday PM peak hour conditions. During the weekday PM peak hour all of the signalized study intersections currently operate with acceptable conditions (LOS D or better). It should be noted that, in general, there is less delay per vehicle and better intersection operating conditions along Van Ness Avenue in the vicinity of the project site as compared to intersections to the south (i.e., the Civic Center area). In general, this is a result of the lower traffic volumes on Van Ness Avenue, lower side-street traffic, and signal progression.

III. ENVIRONMENTAL SETTING AND IMPACTS

C. Transportation

Table 1		
Intersection Level of Service		
Existing Conditions—Weekday PM Peak Hour		
Intersection	Delay ¹	LOS
1. Van Ness/Pine	26.6	C
2. Van Ness/Bush	28.5	C
3. Van Ness/Sutter	17.9	B
4. Franklin/Pine	27.4	C
5. Franklin/Bush	24.4	C
6. Franklin/Fern ²	**	**
7. Franklin/Sutter	40.4	D

Source: LCW Consulting, April 2008.

Notes:

1. Delay presented in seconds per vehicle.
2. Unsignalized intersection. Standard HCM unsignalized methodology not applicable to this intersection. See discussion in text.

The unsignalized intersection of Franklin/Fern cannot be analyzed using the standard unsignalized intersection methodology, since this methodology assumes a random distribution of northbound traffic on Franklin Street, rather than the platoons in traffic flow associated with the signal progression on Franklin Street. The gaps in vehicle flow along Franklin Street allow for vehicles on Fern Street to turn right onto Franklin Street or continue westbound on Fern Street (to Gough Street). During the PM peak period, queues on Fern Street were observed to be three or four vehicles, when vehicles exited the nearby private garages. However, all vehicles were able to depart Fern Street when the signal for northbound Franklin Street traffic at the approach to Sutter Street turned red. Overall, weekday PM peak-hour operating conditions at this unsignalized intersection were determined to be acceptable (at LOS D or better).

The San Francisco Municipal Transportation Agency's ("MTA") Traffic Engineering Division conducts an annual assessment of collision data published by the Statewide Traffic Record System ("SWITRS") to identify locations that may need special attention and evaluate the progress of previous improvements. On August 2007, MTA published the *San Francisco 2006 Collision Report*. The report found that, overall, non-fatal injury collisions in 2006 decreased by 11 percent from 2005 (and were the lowest annual total during the past ten years), pedestrian-involved injury collisions in 2006 decreased by 3 percent from 2005 (the second lowest annual

total during the past ten years), and the overall number of collisions leading to a fatality was 28 in 2006 (pedestrian collisions were 13 in 2006, the lowest total during the past 10 years).

Within the vicinity of the project, the intersection of Broadway and Van Ness Avenue was listed as an intersection with seven or more collisions resulting in injury during 2006. This intersection is part of a larger evaluation of Bus Rapid Transit ("BRT") along Van Ness Avenue, and improvements to enhance operations will be included as part of the design.

Within the vicinity of the project, the intersections of Broadway/Van Ness and Franklin/Geary were identified as two of the ten intersections with the greatest number of injury collisions for the ten-year period between 1997 and 2006. At these intersections, the number of collisions increased between the first five-year period (1997 to 2001) and the most recent five-year period (2002 to 2006). As noted above, the intersection of Broadway/Van Ness is included as part of an overall evaluation of Van Ness Avenue as part of the BRT project, and once the BRT is implemented, MTA will monitor conditions at this intersection. None of the study intersections were identified by MTA as locations with high levels of injury collisions for 2006.

TRANSIT NETWORK

The project site is well-served by public transit. Local service is provided by Muni bus and cable car lines. Service to and from the East Bay is provided by the Bay Area Rapid Transit District ("BART") along Market Street and Alameda Contra Costa Transit District ("AC Transit") buses from the Transbay Terminal. Service to and from the North Bay is provided by Golden Gate Transit along Van Ness Avenue³ and at the Transbay Terminal, and by ferry service from the Ferry Building. Service to and from the Peninsula and South Bay is provided by Caltrain at its terminal located at Fourth and Townsend Streets, and by the San Mateo County Transit District ("SamTrans") at the Transbay Terminal.

³ It should be noted that only lightings are allowed from Golden Gate Transit buses destined to San Francisco from Marin and Sonoma counties. Conversely, only boardings are allowed onto Golden Gate Transit buses destined to Marin and Sonoma counties from San Francisco.

III. ENVIRONMENTAL SETTING AND IMPACTS

C. Transportation

The Civic Center BART station is located 1.5 miles southeast of the project site, and can be accessed via the 19-Polk. The Embarcadero BART station is located 1.6 miles east of the site, accessed via the 1-California and the C-California cable car. The Caltrain terminal is located approximately 2.5 miles southeast of the project site (accessed via the 47-Van Ness), and the Transbay Terminal is located approximately 2 miles southeast of the project site (accessed via the 1-California).

Figure 14 presents the transit routes and stop locations in the vicinity of the project. Table 2 presents the service frequencies and nearest stop location for the Muni lines that operate in the nearby vicinity. In addition, the 1AX/BX-California Expresses, the 31AX/BX-Balboa Expresses, and the 38AX/BX-Geary Expresses travel on Bush Street during the AM peak period, but do not stop in the project area.

Note: The 76-Marin Headlands line also travels along Van Ness Avenue; however, service is only provided on Sundays and on some holidays. In addition, the 1AX/1BX-California Expresses, 31AX/BX-Balboa Expresses, and the 38AX/BX-Geary Expresses travel on Pine and Bush Streets in the vicinity of the project site, but do not stop.

Table 2 Nearby Weekday Muni Service				
Route	Service Frequency (min.)			Nearest Stop Location (inbound, outbound)
	AM	Midday	PM	
2-Clement	10	20	10	Post/Van Ness, Sutter/Van Ness
3-Jackson	10	20	10	Post/Van Ness, Sutter/Van Ness
4-Sutter	10	20	10	Post/Van Ness, Sutter/Van Ness
19-Polk	10	10	10	Polk/Pine, Polk/Pine
47-Van Ness	7	8	7	Van Ness/Pine, Van Ness/California
49-Van Ness-Mission	7	8	7	Van Ness/Pine, Van Ness/California
C-California Cable Car	6	8	8	California/Van Ness, California/Van Ness

Source: SF Muni, LCW Consulting, April 2008.

For the purposes of this study, the existing Muni lines serving the vicinity of the project site were grouped into two corridors, and the capacity utilization was determined. The Muni lines included in each group are:

North/South Lines: 19-Polk, 47-Van Ness, 49-Van Ness-Mission

East/West Lines: 2-Clement, 3-Jackson, 4-Sutter, C-California Cable Car

Capacity utilization relates the number of passengers per transit vehicle to the design capacity of the vehicle. The capacity per vehicle includes both seated and standing capacity, where standing capacity is somewhere between 30 to 80 percent of seated capacity (depending upon the specific transit vehicle configuration). Table 3 presents the ridership and capacity utilization at the maximum load point ("MLP") for the nearby north/south and east/west Muni lines during the weekday PM peak hour. Muni's established capacity utilization standard for peak-period operations is 85 percent. For the east/west lines the maximum load points are located to the east of the project site (generally at Powell Street), and for the north/south lines the maximum load points are located to the south of the project site (at McAllister Street, at Post Street, and at Mission Street). Calculations are presented in Appendix E. The two corridors are currently operating below the capacity utilization standard of 85 percent, and have available capacity to accommodate additional passengers.

<p>Table 3 Muni Line Analysis Existing Conditions—PM Peak Hour Conditions</p>			
Corridor/Direction of Travel	Hourly Ridership	Hourly Capacity	Capacity Utilization
North/South			
Southbound	1,094	1,458	75%
Northbound	1,228	1,473	83%
East/West Lines			
Eastbound	661	1,367	48%
Westbound	1,088	1,451	75%

Source: Muni FY 2001-2002 Monitoring Data, LCW Consulting, April 2008.

It should be noted that Muni, working with the San Francisco County Transportation Authority, is assessing Bus Rapid Transit ("BRT") for Van Ness Avenue. The Van Ness Bus Rapid Transit Study is currently evaluating BRT treatments for the Van Ness Avenue service. Selection of the preferred alternative, detailed design, and environmental studies will be conducted through 2010. Implementation of the Van Ness Avenue BRT is anticipated to occur by 2011. Draft conceptual

C. Transportation

plans currently under evaluation include two center-lane BRT alternatives with a single platform/median, and BRT with side and center medians. Detailed design plans of the BRT options in the vicinity of the project are currently being refined.

PARKING CONDITIONS

The existing parking conditions were examined within a parking study area generally bounded by California Street, Polk Street, Post Street, and Gough Street. Parking conditions were assessed for the weekday midday period (1:00 to 3:00 PM) and the weekday evening period (6:30 to 8:00 PM).

On-Street Parking Conditions

The existing on-street parking conditions were quantitatively assessed during the same time periods as the off-street parking facilities. The majority of the streets within the parking study area are within the "C" or "G" Residential Permit Parking ("RPP") areas, which restrict on-street parking Mondays through Saturdays, to a two-hour period between the hours of 8:00 AM and 9:00 PM. The "C" residential permit area is to the east of Polk Street, and the "G" residential permit area is to the west of Polk Street. On Van Ness Avenue, on Franklin Street, and on the east/west streets between Franklin Street and Van Ness Avenue, vehicles with either "C" or "G" permits can park. Within the parking study area, metered parking is provided along Van Ness Avenue, Polk Street, and on the east/west streets between Franklin and Polk Streets.

Table 4 presents a summary of the on-street parking supply within the parking study area, and the weekday midday and evening occupancies. There are about 700 on-street parking spaces within the study area. Overall, during the weekday midday the on-street parking spaces within the study area were about 73 percent occupied, and during the weekday evening the on-street parking were about 69 percent occupied. It should be noted that most of the available parking spaces during the midday and evening period are metered parking spaces.

The project site frontage on Franklin Street is about 120 feet in length and accommodates two metered parking spaces and two driveways to the existing building on the site. The project site frontage on Bush Street is about 99 feet long and accommodates about one metered parking space, five metered motorcycle parking spaces, and three driveways. The project site frontage on Fern

Street is also about 99 feet long, and accommodates two metered parking spaces and two driveways to the existing building.

Table 4
On-Street Parking Supply and Utilization

Street	Supply	Weekday Midday		Weekday Evening	
		Occupied Spaces	Percent Occupancy	Occupied Spaces	Percent Occupancy
Gough—Post to California	87	84	97%	73	84%
Franklin—Post to California	64	39	61%	51	80%
Van Ness—Post to California	78	39	50%	25	32%
Polk—Post to California	65	53	82%	46	71%
Post—Polk to Gough	85	59	69%	63	74%
Sutter—Polk to Gough	52	50	96%	39	75%
Fern—Polk to Gough	42	27	64%	20	48%
Bush—Polk to Gough	82	55	67%	46	56%
Austin—Polk to Gough	38	26	68%	32	84%
Pine—Polk to Gough	77	56	73%	47	61%
California—Polk to Gough	45	42	93%	42	93%
Total	715	523	73%	491	69%

Source: LCW Consulting, April 2008.

Off-Street Parking Conditions

There are a number of public parking garages to the south of the project site, including facilities at 1355-1375 Sutter Street, 1200 Van Ness Avenue, 251 Fern Street, 1 Daniel Burnham Court, and 1399 Bush Street. Most of these facilities are not open 24-hours a day (the identified exception is the garage at 1355-1375 Sutter Street, which provides overnight parking). On weekdays, parking is generally available within these facilities.

PEDESTRIAN CONDITIONS

A qualitative evaluation of existing conditions was conducted during field visits to the project site on weekday and weekends. Adjacent to the project site, the sidewalks are 10 feet wide on Bush Street, 9 feet wide on Franklin Street, and 7 feet wide on Fern Street. Sidewalks on Van Ness Avenue are 15 feet wide. Crosswalks and pedestrian signals are provided at the adjacent intersections of Bush/Franklin and Bush/Van Ness. In the vicinity of the project site, pedestrian volumes throughout the day are low on Bush, Franklin, and Fern Streets, and moderate on the west side of Van Ness Avenue. Overall, the sidewalks and crosswalks were observed to be operating under satisfactory conditions, with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians.

BICYCLE CONDITIONS

There are three bicycle routes in the vicinity of the project site, including Route #25 on Polk Street, Route #16 on Sutter and Post Streets, and Route #310 on California Street between Polk and Taylor Streets.

The primary bicycle route in the study area is Bicycle Route #25, which runs northbound and southbound along Polk Street between Beach Street and Market Street, with segments running as Class II or Class III facilities. A bicycle lane (Class II facility) is provided in the southbound direction between Post and Market Streets, in the southbound direction between Beach and Lombard Streets, and in the northbound direction between Union and Beach Streets. A signed route (Class III facility) is provided on the remaining segments of Polk Street.

Route #16 runs eastbound on Post Street and westbound on Sutter Street as a Class III facility (signed route only—bikes and cars share the same travel lanes). Route #310 along California Street is a Class III facility (signed route only).

During field surveys very few bicyclists were observed in the immediate vicinity of the project site. Bicyclists were observed on Polk Street throughout the day. No substantial safety or right-of-way issues were observed.

IMPACTS

SIGNIFICANCE CRITERIA

The Redevelopment Agency utilizes the following significance criteria established by the Planning Department to assess transportation impacts associated with a project:

Intersections

The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F. The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions, depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

Transit

The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by the available adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the PM peak hour.

Parking

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, since parking supply and demand vary from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but rather changes over time as people change their modes and patterns of travel.

C. Transportation

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (*CEQA Guidelines* Section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking further away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably address potential secondary effects.

Pedestrians

The project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Bicycles

The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

Loading

The project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and would thereby create potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

Construction

Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

ANALYSIS METHODOLOGY

Project Travel Demand

Travel demand refers to the new vehicle, transit, pedestrian, and bicycle traffic generated by the proposed project. This chapter provides an estimate of the number of trips that would be generated by the new uses included in the proposed project. Parking demand and delivery/service vehicle-trips for the new uses are also presented. The travel demand estimates were based on information contained in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002 ("*SF Guidelines*"). Appendix B contains the travel demand calculations and assumptions, including the parking and loading demand calculations.

As noted in Chapter II, the existing building on the project site is currently occupied by a specialty auto dealership and repair facility, and these uses would be displaced with construction of the project. These uses currently generate vehicle trips to and from the project site that would no longer occur following implementation of the project. As a conservative assumption, the trips generated by these uses were not subtracted from the project travel demand.

III. ENVIRONMENTAL SETTING AND IMPACTS

C. Transportation

The person-trip generation for the proposed residential and office uses includes trips made by residents, employees and visitors to the project. Person-trip generation is based on daily and weekday PM peak-hour trip generation rates (number of trips per unit, and number of trips per 1,000 square feet of use) provided in the *SF Guidelines*. Table 5 presents the weekday daily and PM peak-hour trip generation rates and daily and peak-hour person trips generated by the proposed uses. The project would generate about 640 person-trips (inbound and outbound) on a weekday daily basis, and 108 person-trips during the weekday PM peak hour.

Table 5 Project Person –Trip Generation					
Land Use	Size	Person Trip Generation Rates		Person-Trips	
		Daily Trip Rate	PM Peak Hour as % of Daily	Daily	PM Peak Hour
Residential					
Studio/one bedroom	31 units	7.5 per unit	17.3%	233	40
Two+ bedrooms	38 units	10.0 per unit	17.3%	380	66
Office	1,472 gsf	18.1 per 1,000 gsf	8.5%	27	2
Total				640	108

Source: *SF Guidelines*, LCW Consulting, April 2008.

The project-generated person-trips were assigned to travel modes in order to determine the number of auto, transit, and "other" trips. "Other" includes walk, bicycle, motorcycle, taxi and additional modes. Mode split information for the residential uses was based on the 2000 U.S. Census journey-to-work data for Census Tract 151, in which the project is located. Mode split information for the office uses was based on information contained in the *SF Guidelines* for employee and visitor trips to Superdistrict 2. An average vehicle occupancy rate, as obtained from the U.S. Census (for residential uses) and *SF Guidelines* (for the office use) was applied to the number of auto person-trips to determine the number of vehicle-trips generated by the project.

Table 6 summarizes the weekday PM peak-hour trip generation by mode for the project. During the weekday PM peak hour, about 41 percent of all person-trips would be by auto, 43 percent by transit, and 16 percent by other modes (including walking). The project would generate about 39 vehicle-trips during the weekday PM peak hour, of which 27 vehicle-trips (69 percent) would be inbound to the project site, and 12 vehicle-trips (31 percent) would be outbound from the site.

Table 6 Project Trip Generation by Mode—Weekday PM Peak Hour					
Land Use	Person-Trips				Vehicle Trips
	Auto	Transit	Walk/Other ¹	Total	
Residential	43	45	18	106	38
Office	1	1	0	2	1
Total	44	46	18	108	39

Source: *SF Guidelines*, LCW Consulting, April 2008.

Note:

¹ "Other" mode includes bicycles, motorcycles, and taxis.

The directional distribution of the project-generated trips were obtained from the 1990 Census data (for residential trips) and the *SF Guidelines* (for office trips). The 1990 Census data was used because directional distribution information is not currently available from the 2000 Census. Distributions are based on the origin/destination of the trip, and are separated into the four quadrants of San Francisco (Superdistricts 1 through 4), East Bay, North Bay, South Bay, and outside the region.

As shown in Table 7, the majority of the project-generated office trips during the weekday PM peak hour would come to and from Superdistrict 2, while the majority of the project-generated residential trips would be to and from Superdistrict 1. These patterns were used as the basis for assigning project-generated vehicle trips to the local streets in the study area.

Table 7 Trip Distribution Patterns			
Origin/ Destination	Office		Residential
	Visitor	Work	Non-Work & Work
San Francisco			
Superdistrict 1	13.0%	8.4%	56.2%
Superdistrict 2	27.0%	35.2%	8.0%
Superdistrict 3	14.0%	15.8%	8.0%
Superdistrict 4	9.0%	15.1%	8.0%
East Bay	11.0%	7.1%	8.5%
North Bay	4.0%	7.0%	2.2%
South Bay	8.0%	10.6%	6.4%
Out of Region	14.0%	0.8%	2.6%
Total	100%	100%	100%

Source: *SF Guidelines*, 1990 U.S. Census, LCW Consulting, April 2008.

III. ENVIRONMENTAL SETTING AND IMPACTS

C. Transportation

The parking demand for the new uses associated with the project was determined based on the methodology presented in the *SF Guidelines*. Parking demand consists of both long-term demand (typically residents and employees) and short-term demand (typically visitors and patrons). For residential units, the long-term parking demand is based on the number and size of the units at a rate of 1.1 and 1.5 spaces per unit for studios/one bedroom and 2+bedroom units, respectively. For the office use, the long-term parking demand was derived by estimating the number of employees, and applying the trip mode split and average vehicle occupancy from the trip generation calculations. The short-term parking was estimated from the total daily visitor trips by private automobile and an average turnover rate of 5.5 vehicles per space.

Table 8 presents the estimated parking demand for the project. The residential uses would generate a demand for 91 spaces and the office use would generate a parking demand for about two spaces, for a total demand of 93 parking spaces. It should be noted that the peak residential parking demand would occur primarily at night, although a portion of the residential demand would also occur during the day.

Table 8 Project Parking Demand			
Land Use	Long-Term Parking Spaces	Short-Term Parking Spaces	Total
Residential	91	0	91
Office	2	0	2
Total	93	0	93

Source: *SF Guidelines*, LCW Consulting, April 2008.

The delivery/service vehicle demand is estimated based on the methodology and truck trip generation rates presented in the *SF Guidelines*. Delivery/service vehicle demand is based on the types and amount of land uses. As shown in Table 9, the new uses associated with the project would generate about three delivery/service vehicle-trips to the project site per day. This corresponds to a demand for less than one loading space during both the average and peak hour of loading activities.

It is anticipated that most of the delivery/service vehicles that would be generated by the project would consist of small trucks and vans for the new office uses. In addition, the residential uses would generate a demand for large and small moving vans. The size of the moving vans/trucks

depends on the size of the move and distance. Local residential moves are typically conducted by 16- to 26-foot long trucks, while long distance and larger moves are often conducted by trucks 53 feet in length or longer.

Table 9
Project Delivery/Service Vehicle-Trips and Loading Space Demand

Land Use	Daily Truck Trip Generation	Peak Hour Loading Spaces	Average Hour Loading Spaces
Residential	2.4	0.1	0.1
Office	0.3	0.0	0.0
Total	2.7	0.1	0.1

Source: *SF Guidelines*, LCW Consulting, April 2008.

EXISTING-PLUS-PROJECT CONDITIONS

Traffic Impacts

During the weekday PM peak hour, the project would generate 27 inbound and 12 outbound vehicle-trips. Table 10 presents the Existing Plus Project intersection levels of service for the weekday PM peak hour. In general, the addition of project-generated traffic would result in no or small increases in the average delay per vehicle at the study intersections. The level of service at the intersection of Franklin/Pine would change from LOS C to LOS D. All study intersections would continue to operate at acceptable levels, and the project would therefore not result in any significant impacts.

At the intersection of Franklin/Fern, the project would add seven vehicles to the westbound Fern Street approach during the weekday PM peak hour. These vehicles would be accommodated without substantially affecting queues on Fern Street.

Vehicle access to the project parking garage would be from the driveways on Franklin and Fern Streets. Since Franklin Street is one-way northbound and Fern Street is one-way westbound, vehicular movements into and out of the garage would be right-turn-in and right-turn-out only. Franklin Street contains three travel lanes, and four lanes during the 7:00 to 9:00 AM peak period, when the east parking lane is converted to a travel lane (to a right-turn-only lane at the approach to Bush Street). Due to the three travel lanes on Franklin Street, it is not anticipated that there would be

III. ENVIRONMENTAL SETTING AND IMPACTS

C. Transportation

substantial conflicts between traffic on Franklin Street and the project-generated vehicles destined to and from the parking garage.

Table 10
Intersection Level of Service
Existing Plus Project Conditions—Weekday PM Peak Hour

Intersection	Existing		Existing plus project	
	Delay ¹	LOS	Delay	LOS
1. Van Ness/Pine	26.6	C	26.8	C
2. Van Ness/Bush	28.5	C	28.6	C
3. Van Ness/Sutter	17.9	B	17.9	B
4. Franklin/Pine	27.4	C	27.4	C
5. Franklin/Bush	24.4	C	24.5	C
6. Franklin/Fern ²	**	**	**	**
7. Franklin/Sutter	40.4	D	41.4	D

Source: LCW Consulting, April 2008.

Notes:

1. Delay presented in seconds per vehicle.
2. Unsignalized intersection. Standard HCM unsignalized methodology not applicable to this intersection. See discussion in text.

Transit Impacts

Since the project would primarily be a residential building, most of the transit trips during the PM peak hour would be inbound (returning from work) to the site. The project would generate about 46 new transit trips (30 inbound and 16 outbound) during the weekday PM peak hour. Transit trips to and from the project would utilize the nearby Muni lines and transfer to other Muni bus and light rail lines, or to regional transit providers including Caltrain, SamTrans, AC Transit, Golden Gate Transit, and BART. Based on the location of the project site and the origins and destinations of the residents, employees, and visitors of the project, transit trips were assigned to the two Muni line groupings.

Of the 46 new PM peak-hour transit trips, about 41 transit trips would utilize the lines east and south of the project site and would add trips at the maximum load point, and five transit trips would utilize the lines to the west and north of the project site and would not add to the trips at the maximum load points. In total, the project would add 16 transit trips to the north/south lines (the 47-Van Ness, 49-

Van Ness-Mission, and the 19-Polk), and 25 transit trips to the east/west lines (the 2-Clement, 3-Jackson, 4-Sutter and C-Cable Car).

Table 11 presents the weekday PM peak-hour ridership and capacity utilization for the north/south and east/west corridors for Existing and Existing Plus Project conditions. As indicated in Table 11, the capacity utilization for the two corridors would increase slightly; however, capacity utilization on these lines would remain at less than 85 percent, and the project would not therefore result in a significant impact on transit.

Table 11 Muni Line Analysis Existing Plus Project Conditions—Weekday PM Peak Hour				
	Existing		Existing plus project	
Corridor/ Direction of Travel	Hourly Ridership	Capacity Utilization	Hourly Ridership	Capacity Utilization
North/South				
Southbound	1,094	75%	1,100	75%
Northbound	1,228	83%	1,238	84%
East/West Lines				
Eastbound	661	48%	669	49%
Westbound	1,088	75%	1,105	76%

Source: Muni Monitoring Data, LCW Consulting, April 2008.

As previously discussed, draft conceptual plans have been developed for the proposed BRT on Van Ness Avenue. These options include two center-lane BRT alternatives, for both a single platform/median BRT, and BRT with side and center median platforms. All BRT options would result in a reduction in the number of mixed-flow lanes (use by cars, trucks and buses permitted) on northbound and southbound Van Ness Avenue from three to two lanes in each direction. In the vicinity of the project, implementation of the proposed BRT would result in some minor changes to vehicular circulation. On Van Ness Avenue, the northbound left turn onto Pine Street and the southbound left turn onto Bush Street would be maintained, while the left turns at Geary, O'Farrell, and Sacramento Streets would be removed.

Based on preliminary analyses of the impacts of BRT on traffic flow on Van Ness Avenue, implementation of the proposed BRT would result in an increase in vehicle delays at the intersections along Van Ness Avenue, although it is also anticipated that a portion of vehicles using Van Ness

C. Transportation

Avenue would divert to other north-south streets such as Franklin, Gough, Polk, and Divisadero Streets, and 19th Avenue. The BRT would decrease travel times for buses, and increase transit reliability.

The proposed BRT would also consolidate bus stops on Van Ness Avenue, and in the vicinity of the project site the stops at Pine Street and California Street would be eliminated. The stops would be consolidated into a single stop in both directions at Sacramento Street.

Since the left turns at Pine and Bush Streets would be maintained, implementation of the proposed BRT would not affect access to the project site for vehicles using Van Ness Avenue. Elimination of the bus stops at Pine and California Streets would result in somewhat longer walking distance between the project site and the transit lines serving Van Ness Avenue.

Parking Impacts

Supply: The project would provide a total of 73 independently-accessible parking spaces within four levels: 70 spaces for the residential units, and three spaces for the office use. The ground floor of the building would provide three off-street commercial office parking spaces, including one handicap accessible space. The basement level, with access from Fern Street, would contain 27 residential parking spaces, including two handicap-accessible spaces. The second and third above-grade levels, with access from either Franklin Street or Fern Street, would contain 43 residential parking spaces. The vehicle entrances to the building would be gated, with access provided to residents by remote control. Access to the commercial parking spaces from Fern Street would be controlled separately, and could be left open during business hours without providing access to the residential parking.

The project would reduce the number and width of curb cuts into the project site, which would result in an increase in the on-street parking supply of up to six spaces. The project would make the following modifications:

- On Franklin Street, the adjacent curb would be reconfigured, and only one driveway into the project site would be provided. The project would result in an increase of up to three on-street parking spaces.

- On Bush Street, the project would eliminate all driveways into the project site, which would result in an increase in adjacent on-street parking spaces of up to two spaces.
- On Fern Street, the adjacent curb would be reconfigured, and two driveways into the project site would be maintained. On Fern Street the project would result in an increase in the parking supply of one parking space.

Western Addition A-2 Redevelopment Plan Requirement: The *Western Addition A-2 Redevelopment Plan* would require the project to provide a minimum of 69 parking spaces (one space per unit) for the residential uses, and three parking spaces for the 1,472 square feet of commercial office uses (one for each 500 square feet of occupied space), for a total of 72 spaces. Since the project would provide 73 parking spaces, it would meet the Redevelopment Plan requirement.

Demand: The new uses associated with the project would generate a long-term residential parking demand for about 91 spaces, and a commercial office short-term and long-term demand for two spaces, for a total of 93 spaces. Table 12 presents the parking supply and demand comparisons.

Table 12 Project Parking Supply and Demand Comparison			
Land Use	Supply	Demand	(Shortfall)/Surplus
Residential	70	91	(21)
Office	3	2	1
Total	73	93	(20)

Source: *SF Guidelines*, LCW Consulting, April 2008.

The long-term residential parking demand generally occurs during the overnight hours. The demand of 91 spaces would not be accommodated within the residential parking supply of 70 parking spaces, which would result in a shortfall of 21 spaces. This overnight shortfall would be accommodated on-street (on-street parking spaces are not time-limited overnight and are generally available), within the three spaces in the project garage supporting the office uses, or in nearby off-street parking facilities that provide overnight parking.

During the weekday midday, the residential parking demand is estimated to be about 80 percent of the overnight parking demand, or about 73 spaces. In addition, the office use would generate a parking demand for two spaces, for a total demand of 75 spaces. As the project would provide 73

III. ENVIRONMENTAL SETTING AND IMPACTS

C. Transportation

parking spaces, the midday shortfall would be between about two vehicles, which could be accommodated on-street or in nearby parking facilities.

Garage Operations: Vehicle access to the parking garage levels would be via driveways on Franklin and Fern Streets. It is anticipated that the garage entrances would be open during the daytime hours, and gated and accessed remotely (e.g., remote control garage door opener) during the overnight hours. The driveway on Fern Street provides access to the commercial parking spaces on the ground floor and to the residential parking within below-grade levels; a separate gate would be provided within the building for access to the below-grade level of the garage. Given the primarily residential use of the building, minimal, if any, queuing would be expected.

Pedestrian Impacts

Pedestrian trips generated by the project would include walk trips to and from the residential and office use, plus walk trips to and from the local and regional transit operators. Overall, the project would add up to 64 pedestrian trips to the surrounding streets (this includes 46 transit trips and 18 walk/bicycle/other trips) during the weekday PM peak hour. These new pedestrian trips could be accommodated on the existing sidewalks and crosswalks adjacent to the project site and would not substantially affect the current pedestrian conditions along Franklin Street (9 foot wide sidewalks), Bush Street (10 foot wide sidewalks), Fern Street (7 foot wide sidewalks), or Van Ness Avenue (15-foot wide sidewalks). As PM peak period pedestrian activity on Bush, Franklin, and Fern Streets is generally low, and Van Ness Avenue in the vicinity of the project site has moderate pedestrian activity, pedestrian conditions would continue to remain acceptable.

Bicycle Impacts

No bicycle parking is required by the *Western Addition A-2 Redevelopment Plan* or the *Design for Development*; however, the inclusion of bicycle parking is strongly encouraged by the Agency. Accordingly, the proposed project would provide a minimum of 10 bicycle parking spaces within a secured storage room on the ground floor level of the project.

The project site is within convenient bicycling distance of office and retail buildings in the Civic Center and downtown San Francisco. As such, it is anticipated that a portion of the 18 "walk/bicycle/other" trips generated by the project would be bicycle trips. As noted in Section 2.5,

there are three bicycle routes nearby to the project site, including Route #25 on Polk Street, Route #16 on Post and Sutter Streets, and Route #310 on California Street. Although the project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area.

Loading Impacts

The project would not provide any on-site loading spaces and the *Western Addition A-2 Redevelopment Plan* would not require the provision of loading spaces for either the residential or office uses. There are existing on-street commercial vehicle loading/unloading spaces on Bush Street to the east of the project site, and on Franklin Street to the south of the project site. In addition, as indicated above, the project would eliminate a number of existing curb cuts, which would make adjacent curb space available for on-street parking, including the provision of commercial vehicle loading/unloading spaces.

The new residential and office uses would generate about three truck freight and service vehicle trips per day. The three truck trips would result in a demand for about one loading space during the peak and average hour of loading activities.

There are six metered commercial vehicle loading/unloading spaces on Bush Street to the east of the project site, and one metered commercial vehicle loading/unloading space on Franklin Street to the south of the project site. During field observations, some of these spaces were generally available during the day. In addition, since the project would result in an increase in adjacent on-street parking, some of the curb could be designated as commercial vehicle loading/unloading to accommodate the project loading demand.

Residential move-in and move-out activities are anticipated to occur primarily from the curb on Franklin Street. Curb parking on Franklin Street could be reserved through the local station of the San Francisco Police Department. Since the curb lane on Franklin Street is a tow-away lane during the weekday AM peak period, move-in and move-out operations would need to be coordinated such that they occur outside of the weekday AM peak period.

III. ENVIRONMENTAL SETTING AND IMPACTS

C. Transportation

A trash and recycling room would be provided on the ground floor. For trash/recycling pickup, trash containers would be transported by the building staff from the trash room to the curb via a 6-foot-wide corridor to Fern Street at the time of trash pickup and returned following pick-up, or the trash collection personnel would access the parking garage to retrieve the trash containers. Building management would coordinate with the trash collection company regarding the specific locations of garbage containers.

Construction Impacts

Information on the construction program for the project was estimated based on information for a similar project. It is anticipated that construction of the project would take approximately 24 to 28 months. There would be five primary construction phases, which would partially overlap:

Phase 1—Demolition/Shoring/Excavation (18 weeks)

Phase 2—Foundation and below-grade construction (20 weeks)

Phase 3—Building superstructure (32 weeks)

Phase 4—Exterior finishing (24 weeks)

Phase 5—Interior finishing (48 weeks)

Construction related activities would typically occur Monday through Saturday, between 7:00 AM and 8:00 PM. Construction is not anticipated to occur on Sundays or major legal holidays. The hours of construction would be stipulated by the Department of Building Inspection, and the contractor would need to comply with the San Francisco Noise Ordinance.

Construction staging would occur on-site and on sidewalks adjacent to the project site. Staging and unloading of materials would occur on Franklin and Bush Streets. The sidewalks on Bush and Franklin Streets adjacent to the project site are anticipated to be partially or completely closed during the construction period, and pedestrian traffic would be shifted to a covered pedestrian enclosure on the sidewalk or in the parking lane. The parking lane on the east side of Franklin Street has a tow-away restriction during the AM peak period, and also serves as a right-turn lane at the approach to Bush Street during this time. The anticipated temporary sidewalk and potential traffic lane closures would be coordinated with the City in order to minimize the impacts on traffic. In general, lane and sidewalk closures are subject to review and approval by DPW.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. There would be an average of between 4 and 16 construction truck trips (one-way trips) traveling to the site on a daily basis, with the greatest number occurring during the excavation and shoring phase. The peak number of 30 trucks per day is anticipated to occur during foundation and below-grade construction. It is anticipated that a majority of the construction-related truck traffic would use U.S. 101 via Van Ness Avenue, and Lombard Street to connect with North Bay destinations; Van Ness Avenue, Gough Street, and South Van Ness to connect with the U.S. 101 elevated freeway and South Bay destinations; and Pine, Bush, Fremont, and First Streets to connect with the Bay Bridge and East Bay destinations.

There would be an average of between 16 and 34 construction workers per day at the project site, with the greatest number occurring during the superstructure construction and interior finishes phases. The trip distribution and mode split of construction workers are not known. However, it is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the project.

Construction workers who drive to the site would cause a temporary parking demand. The time-limited metered parking and residential parking restrictions in the vicinity of the project site would limit legal all-day parking by construction personnel. During the initial phases of construction, it is anticipated that the project contractor would make arrangements with one of the nearby parking garages for the number of parking spaces that would be needed for workers. Towards the end of the superstructure construction phase, it is anticipated that a portion of the parking garage would become available for use by the workers.

Prior to construction, the project contractor would coordinate with Muni's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations

2025 CUMULATIVE CONDITIONS

Methodology

The San Francisco County Transportation Authority (“SFCTA”) countywide travel demand forecasting model was used to develop future year 2025 Cumulative traffic volumes at the study intersections. The SFCTA model output, based on projections developed for the *Market & Octavia Plan EIR Transportation Study* (Case No. 2003.0347E) was used for this project's cumulative analysis because it takes into account both the future development expected in the Market and Octavia area, as well as the expected growth in housing and employment for the remainder of San Francisco and the nine-county Bay Area.

2025 Cumulative Traffic Impacts

Table 13 presents the 2025 Cumulative intersection operating conditions for the weekday PM peak hour. Under 2025 Cumulative conditions, vehicle delays would increase at the study intersections over Existing conditions. Three of the six signalized study intersections would operate at LOS D, while the intersections of Van Ness/Pine, Franklin/Pine, and Franklin/Sutter would operate at LOS E or LOS F.

Table 13 Intersection Level of Service 2025 Cumulative Conditions—Weekday PM Peak Hour				
Intersection	Existing		2025 Cumulative	
	Delay ¹	LOS	Delay	LOS
1. Van Ness/Pine	26.6	C	58.8	E
2. Van Ness/Bush	28.5	C	54.5	D
3. Van Ness/Sutter	17.9	B	20.8	C
4. Franklin/Pine	27.4	C	55.9	E
5. Franklin/Bush	24.4	C	51.1	D
6. Franklin/Fern ²	**	**	**	**
7. Franklin/Sutter	40.4	D	>80	F

Source: LCW Consulting, April 2008.

Notes:

1. Delay presented in seconds per vehicle.

2. Unsignalized intersection. Standard HCM unsignalized methodology not applicable to this intersection. See discussion in text.

Increases in traffic volumes on Franklin Street would result in increased delays for vehicles exiting Fern Street, and vehicles on Fern Street may have difficulty finding gaps in traffic to continue through on Fern Street (to Gough Street). Due to the decrease in available gaps, more vehicles exiting Fern Street would likely turn right onto northbound Franklin Street.

To assess the effect of the vehicle-trips generated by the project on 2025 Cumulative conditions, the contribution of the project to the 2025 Cumulative traffic volumes was determined. Two different percentage contributions were calculated: the project-generated traffic as a percentage of total 2025 Cumulative traffic volumes, and the project-generated traffic as a percentage of only the increase in traffic volumes between Existing and 2025 Cumulative conditions.

The relative project contributions at the six study intersections are presented in Table 14. As Table 14 indicates, the project would contribute between 0.1 and 0.7 percent to 2025 Cumulative traffic volumes. The contribution to the growth in traffic volumes between Existing and 2025 Cumulative conditions would be between 0.4 and 5.5 percent, with the largest contribution occurring at the project corner of Franklin/Fern.

Intersection	Existing Volume	Net Project Volume	2025 Cumulative Volume	Contribution to Total 2025 Cumulative Volume	Contribution To Growth in Volumes
1. Van Ness/Pine	4,595	12	5,362	0.2%	1.6%
2. Van Ness/Bush	4,061	20	4,843	0.4%	2.6%
3. Van Ness/Sutter	3,536	6	4,091	0.1%	1.1%
4. Franklin/Pine	4,418	3	5,168	0.1%	0.4%
5. Franklin/Bush	3,800	12	4,510	0.3%	1.7%
6. Franklin/Fern	2,667	21	3,048	0.7%	5.5%
7. Franklin/Sutter	3,361	14	3,904	0.4%	2.6%

Source: LCW Consulting, April 2008.

As noted above, the intersections of Van Ness/Pine, Franklin/Pine, and Franklin/Sutter would operate at LOS E or LOS F under 2025 Cumulative conditions, but the proposed project's traffic contributions to these intersections would be considered less than significant under Cumulative

III. ENVIRONMENTAL SETTING AND IMPACTS

C. Transportation

conditions. This was determined based on the examination of the total contribution of project-generated vehicles to the growth in volumes, and also the contribution of project-generated vehicles to the traffic volumes for the traffic movements that determine overall LOS performance. At these intersections, which would operate with adverse cumulative traffic conditions, drivers would generally experience greater delays. As shown in Table 14, project contribution to growth in volumes and to total 2025 Cumulative volumes would be minimal. Therefore, the proposed project would not be considered to contribute significantly to 2025 Cumulative impacts.

D. GROWTH INDUCEMENT

A project would be considered growth inducing if its construction and use would encourage population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project entails demolition of the existing two-story warehouse building on the site and construction in its place of a 13-story building providing about 69 dwelling units, about 73 parking spaces, and 1,472 square feet of ground-floor commercial office space. Based on the proposed 69 residential units and the average household size of 1.43 for Census Tract 151, the proposed project could attract an estimated 99 new residents.⁴ For purposes of this analysis, it is assumed that the existing business currently occupying the project site employs about ten persons and that the proposed project, including building management/maintenance and commercial development, would employ between ten and twenty persons. The daytime population of the site would therefore potentially increase by approximately ten persons. The increase in the number of residents and workers on the project site would not substantially increase the area-wide population, and the resulting density would not exceed levels that are common and accepted in high-density urban areas such as San Francisco. Furthermore, the proposed project would help the City meet its regional housing needs allocation. The demand for housing by project workers would be substantially less than the number of residential units created by the project; thus, the project would not create a demand for housing. Because of the current strong demand for housing which would exist with or without the project, the project would not induce substantial growth or concentration of population beyond that which would have occurred without the project. Some project residents may relocate from other parts of the Bay Area to be closer to their employment in Downtown San Francisco. To the extent that this occurs, the project would result in reduced commuting distances to work. For these reasons, the proposed project would not cause significant growth-inducing impacts.

⁴ U.S. Census Bureau, Census 2000, Summary File 1, Table QT-H3, Household Population and Household Type by Tenure: 2000. Average population per household of 1.43 multiplied by 69 units yields 99 residents).

E. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This EIR focuses on the issues of historical resources and transportation, and discusses aesthetics and growth inducement for informational purposes. Except for a potential significant and unavoidable cumulative impact on historical resources, all potentially significant impacts were found to be at a less-than-significant level or to be mitigated to a less-than-significant level with implementation of mitigation measures agreed to by the project sponsor. Please see the Initial Study, included in this document as Appendix A, for analysis of issues other than historical resources, aesthetics, transportation, and growth inducement.

Residents of the Cathedral Hill neighborhood and business owners and employees in the surrounding urbanized area have expressed concerns in the following areas: traffic and parking, cumulative traffic, sidewalk landscaping, energy consumption of construction equipment, hazardous materials, construction and operational noise, construction and operational air quality, utilities service during construction, views, urban design, wind, and historical resources,.

Hazardous materials, construction and operational air quality, construction and operational noise, and wind are addressed in the Initial Study. Views and urban design are addressed in this EIR, in III. Environmental Setting and Impacts, A. Aesthetics. Historical resources are addressed in this EIR, in III. Environmental Setting and Impacts, B. Historical Resources. Traffic and parking, as well as cumulative traffic impacts are addressed in this EIR, in III. Environmental Setting and Impacts, C. Transportation.

The proposed project would not reduce the sidewalk width and would decrease the number of curb cuts for driveways as previously discussed. Therefore, there would be no adverse impact on sidewalk size for landscaping purposes, especially pertaining to cumulative wind mitigation measure WS-1 as discussed in the Initial Study (see Appendix A).

Airborne emissions from construction equipment are discussed in the project's Initial Study. However, further concerns were raised regarding the fuel type used in construction equipment, specifically the use of biodiesel over diesel fuel. Concerns regarding energy consumption of construction equipment would be addressed on an operational level by the appropriate construction

contractors, and would be subject to cost-benefit analysis. There are no known regulations, codes, or guidelines which require biodiesel use for the proposed project's construction.

Construction-related utilities interruptions in the area may occur as the proposed project is built and connected to power, phone, water, and sewer lines. All interruptions would be minimal and temporary, and would be similar to other interruptions that occur with comparable projects in similar urban environments. The temporary utilities service interruptions would not be considered a significant impact.

Residents of this neighborhood may be concerned about the potential impacts of a change in use on a site that is currently occupied by commercial building. In addition, business owners and employees in the surrounding urbanized area may have concerns about any new project.

There will be a public comment period for the Draft EIR, as noted on the cover of this report, along with a public hearing on the adequacy of the Draft EIR before the Redevelopment Agency Commission. Following the public comment period, responses to written and oral comments will be prepared and published in a Summary Document. The Redevelopment Agency Commission will then be asked to certify the Final EIR, consisting of the Draft EIR and Summary Document.

After Final EIR certification, and following consideration of community concerns as expressed in the future public hearing and the information presented in the Initial Study and this EIR, including any non-environmental issues that were raised during the EIR process, the Redevelopment Agency will consider approval of the proposed project.

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

In the course of conducting environmental review of the proposed project, measures have been identified that would reduce or eliminate potentially significant impacts of the project. The environmental mitigation measures identified in this EIR and in the Initial Study would be required by decision-makers as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record. Implementation of some measures may be the responsibility of public agencies.

Each mitigation measure is discussed below. Measures from the Initial Study (see Appendix A) proposed as part of the project are indicated with an asterisk (*).

*** Mitigation Measure AQ-1. Construction Air Quality**

The project applicant shall require the construction contractor to reduce the severity of project construction period dust impacts by complying with the following control measures:

- Water all active construction areas at least twice daily. Consistent with Ordinance 175-91, only non-potable water shall be used for all dust-control purposes. The construction contractor shall obtain reclaimed water from the City's Clean Water Program for this purpose.
- Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water two times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at the construction site.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site.
- Sweep adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets.

V. MITIGATION MEASURES PROPOSED
TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

- All construction contracts shall require construction contractors to (1) properly maintain construction equipment and vehicles in accordance with the manufacturers' recommendations, and (2) minimize idling time when equipment is not in use and when trucks are waiting in queues.

* **Mitigation Measure WS-1: Cumulative Wind Effect**

The project applicant shall plant street trees along all three street frontages of the project site to reduce pedestrian-level wind speeds. The project applicant shall also explore the use of wind baffles or other building façade design modifications to further reduce the potential for exceedances of the pedestrian comfort criterion. These building and site modifications shall be subjected to an additional wind tunnel study to demonstrate that the proposed building would not result in additional exceedances, beyond those currently existing, of the 11-mph equivalent wind speed in pedestrian use areas under project and/or cumulative conditions. If the project is unable to conform with this requirement, the project sponsor shall demonstrate to the satisfaction of the Office of Environmental Review that it is not feasible to modify the building to meet the requirement without restricting the development potential of the site.

* **Mitigation Measure CR-1: Archaeological Resources**

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged archaeological resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the City's archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the City's Environmental Review Officer ("ERO") with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. The project sponsor shall provide a copy to the Redevelopment Agency.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Planning Department's Major Environmental Analysis ("MEA") division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission ("NAHC") who shall appoint a Most Likely Descendant ("MLD") (Pub. Res. Code Section 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains, and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The project archeological consultant shall submit a Final Archeological Resources Report ("FARR") to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

CR-2. Historical Resources (Documentation)

HABS recordation

The project sponsor shall document the history and the existing exterior and interior conditions of the building at 1450 Franklin Street according to the Historic American Buildings Survey ("HABS") Level II documentation. According to HABS standards, Level II documentation consists of the following tasks:

V. MITIGATION MEASURES PROPOSED
TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

- Drawings: Existing drawings, where available, should be photographed with large format negatives or photographically reproduced on mylar.
- Photographs: Photographs with large-format negatives should be shot of exterior and interior views or historic views where available. These should be printed on archival fiber paper.
- Written data: A report documenting the existing conditions and history of the building should be prepared.

The completed documentation package shall be submitted to local and regional archives, including but not limited to, the San Francisco Public Library History Room, the California Historical Society and the Northwest Information Center at Sonoma State University in Rohnert Park.

History Exhibition

The project sponsor could contribute to a fund an exhibit illustrating the history and architecture of San Francisco's Van Ness Avenue Corridor for display at the San Francisco Public Library or City Hall. This exhibit may include text and photographs depicting the history of Van Ness Avenue as San Francisco's Auto Row as well as a map identifying the remaining auto-related buildings deemed to have architectural significance.

V. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

In accordance with Section 21100(b)(2)(A) of CEQA, and with Section 15126.2 of the State CEQA Guidelines, the purpose of this chapter is to identify environmental impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures, page 91. This chapter is subject to final determination by the Redevelopment Agency as part of its certification of the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Agency.

Except for a significant and unavoidable cumulative impact on historical resources, with implementation of the mitigation measures outlined in Chapter IV, Mitigation Measures, of this report, all potentially significant impacts would be reduced to a less-than-significant level. Although by itself, demolition of the existing building at 1450 Franklin Street would not be considered a significant impact, it could, if considered in combination with the demolition of many other buildings of similar history within the vicinity, be a significant cumulative impact. 1450 Franklin Street is a well-preserved contextual building that informs the story of the San Francisco's Auto Row, and which could contribute to a potential Van Ness Avenue National Register Multiple Property Submission Historic District. Its demolition would therefore be considered a potentially significant impact. Although mitigation has been identified to reduce the magnitude of the impact, it would remain significant and unavoidable.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Project decision-makers could adopt any of the following alternatives instead of the proposed project if an alternative would reduce or eliminate significant environmental impacts of the project, is determined to be feasible, and would attain most of the basic objectives of the project. This determination of feasibility will be made by project decision-makers on the basis of substantial evidence in the record which shall include, but not be limited to, information presented in this EIR, comments received on the Draft EIR, and the Summary Document.

In accordance with State CEQA Guidelines, alternatives were selected that would reduce identified impacts of the proposed project. The following alternatives are evaluated: a No-Project Alternative; an Adaptive Reuse Of Existing Building Alternative in which the existing historic building on the project site would be preserved and utilized for residential condominium units; and a Reduced Alternative With Partial Preservation that would be approximately two-thirds the size and height of the proposed project. In the context of this EIR, other alternatives, with a variety of configurations, could also be considered by decision-makers, provided the proposed uses are similar to those analyzed in the proposed project or the alternatives. Other uses for the project site are not considered, since the project sponsor only intends to construct a mixed-use residential/commercial office building and other uses would not meet the basic objectives of the project.

Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative at a different site. No viable alternative sites have been identified within San Francisco where the proposed project could be constructed that would meet most of the project sponsor's objectives and where the project's environmental impacts would be substantially lessened or avoided.

A. ALTERNATIVE A: NO PROJECT

CEQA and the State *CEQA Guidelines* require a No Project Alternative be included in EIRs. The purpose of the No Project Alternative is to allow decision-makers to compare the effects of the proposed project with the effects of not approving a project.

Description

This alternative would entail no change to the existing two-story, approximately 24,000-square-foot building on the site, which is currently in use by an automotive sales and repair facility. The proposed project would not be built. This alternative, however, would not preclude future proposals for redevelopment of the project site for uses permitted in the *Western Addition A-2 Redevelopment Plan*, the *Design for Development*, the *General Plan*, the *Van Ness Avenue Area Plan*, and other relevant plans. For the purposes of this analysis, it is assumed that the existing building structure would not change, and that it would continue to be occupied in the future by the same type of automotive services use currently occupying the building.

Impacts

If the No Project Alternative were implemented, none of the impacts associated with the project would occur. The existing building would remain unaltered, and its historical resources would not be recorded at the HABS level set forth by this EIR. The project-specific impacts on intersection conditions, transit use, parking, loading, and pedestrian and bicycle traffic, would not occur, although these impacts would not be significant under the proposed project. Likewise, the aesthetic impacts, which would also not be significant, would not occur. If a change in use of the existing building were to occur, additional person-trips and associated traffic, transit, and parking demand would likely be generated, but the impacts would be smaller than those of the proposed project. Intersection operations at Van Ness/Pine and Franklin/Pine would degrade to LOS E levels, and Franklin/Sutter would degrade to LOS F levels of service by the 2025 cumulative horizon year, and would do so with or without the this alternative.

Air quality impacts listed in the Initial Study would not occur under Alternative A, therefore, Mitigation Measure AQ-1, which would mitigate construction-generated PM₁₀ impacts, would not be implemented.

Cumulative wind impacts addressed in the Initial Study would likely still occur as a result of other expected development in the area's future. Because the existing building would not be further contributing to the cumulative wind impact, Mitigation Measure WS-1, which mandates planting of trees as windbreaks along the project site's sidewalks, would not be implemented.

Geological impacts related to seismic hazards, addressed in the Initial Study (see Appendix A), would continue to exist, and no seismic retrofitting or improvements would be included in Alternative A. Therefore, the geology and soils impacts of this alternative would be greater than those of the proposed project, as the existing building would not match the structural quality of the proposed project, thereby exposing workers and customers to the potential effects of seismic ground shaking, including structural failure of the building.

Other less-than-significant effects of the proposed project described in the Initial Study (Appendix A), including effects of the proposed 13-story project on air quality, hazardous materials, hydrology and water quality, land use, noise, population and housing, recreation, and utilities/public services would not occur with this alternative and no mitigation measures would be required.

The No Project Alternative would not meet Pacific Heights Franklin Partners, LLC's project objectives of developing this infill site with a more intense use.

If this alternative were selected by the Redevelopment Agency and a different proposal is submitted at a later date for development of all or part of the project site, that proposal would be subject to a separate project-specific environmental review under the requirements of CEQA.

B. ALTERNATIVE B: ADAPTIVE REUSE OF EXISTING BUILDING ALTERNATIVE

Description

Alternative B, the Adaptive Reuse of Existing Building Alternative, would retain the existing building, but would allow of adaptive reuse of the building as lofts or condominium units. This alternative would provide approximately 21 residential units averaging 1,000 square feet each plus 3,000 square feet for approximately 18 parking spaces. Assuming an average occupancy rate of 1.43 residents per unit, Alternative B would introduce approximately 30 new residents to the project site, instead of the estimated 99 new residents under the project proposal, a reduction of approximately 68 percent. Alternative B would not involve any commercial use on the project site.

Impacts

Unlike the proposed project, Alternative B: Adaptive Reuse of Existing Building Alternative would preserve the existing building on the site. As discussed in Chapter III.B. Historical Resources, the existing building is not individually listed as an historical resource for CEQA purposes. However, because the building could be included in a potential MPS Historic District, its preservation would avoid a potentially significant cumulative impact on historical resources. The benefit of preservation to the historical resources of the area is limited and minimal, as the building is removed from the former main Van Ness automotive thoroughfare which would comprise the heart of the potential MPS district, and possesses little architectural significance. Nonetheless, despite implementation of required mitigation, the loss of the building would constitute a significant and unavoidable cumulative impact on historical resources, which this alternative would avoid.

The impact of this alternative on visual quality, urban design, views, and land use would be less than those of the proposed project, although they would be less-than-significant for both the proposed project and this alternative.

Alternative B would generate fewer vehicle trips than the proposed project, and have reduced environmental effects on transportation and parking, although these impacts would be less-than-significant for the proposed project. This alternative would contribute smaller amounts than the proposed project to the cumulative year 2025 growth in traffic at three nearby intersections that would operate at Level of Service E or F under cumulative conditions (Van Ness/Pine, Franklin/Pine,

and Franklin/Sutter), but neither this alternative nor the proposed project would have a significant cumulative impact, because both would add traffic to movements that would continue to operate satisfactorily, or would make very small contributions to critical intersection movements that would operate below standard under 2025 Cumulative conditions.

Construction-related air quality impacts addressed and mitigated in the Initial Study (see Appendix A) would not occur under Alternative B, as no exterior construction work would occur. Some construction dust would likely be created as part of the interior remodeling; however, the criterion pollutant in this case, PM₁₀, would not be created in any significant amount, as it is usually associated with grading, excavating, and wind erosion on unpaved land.

Cumulative wind impacts addressed in the Initial Study would likely still occur as a result of other expected development in the area's future. Because the existing building would not further contribute to the cumulative wind impact, implementation of Mitigation Measure WS-1, which mandates planting of trees as windbreaks along the project site's sidewalks, would not be required.

Alternative B would not create an impact on archaeological or paleontological resources compared to the proposed project, as no demolition of the existing structure and subsurface excavation would occur.

Both Alternative B and the project proposal would expose people and structures to seismic ground shaking and possible liquefaction. For conversion to residential units, structural improvement would likely be required which would bring the existing structure to a level of safety similar to the proposed new project building. The geology and soils impacts of Alternative B would therefore be comparable to those of the proposed project.

In a comparative evaluation, Alternative B would have smaller effects on hazards, hydrology, land use, noise, population and housing, public services, recreation, utilities, and shadows, although these impacts would be less-than-significant for both this alternative and the proposed project. Similar to the project, this alternative would have no adverse effects related to agricultural resources, biological resources, or mineral resources. However, Alternative B: Adaptive Reuse of Existing Building Alternative would not meet Pacific Heights Franklin Partners, LLC's project objectives of developing this infill site with a more intense use.

C. ALTERNATIVE C: REDUCED ALTERNATIVE WITH PARTIAL PRESERVATION

Description

Alternative C, the Reduced Alternative With Partial Preservation, would, like the proposed project, alter the existing building by constructing additional residential levels. Under this alternative, seven levels, with approximately 7 units per floor for a total of 49 residential units, would be added. The existing building's exterior would remain mostly intact, while the seven additional levels would be built above the existing building. Similar to the proposed project, this alternative would include approximately 1,500 square feet of ground-floor commercial office space. Parking would take place on the remainder of the ground floor, and on the second floor of the existing building. No underground parking would be required; therefore, a reduced amount of excavation would be required, limited to that needed for structural strengthening and foundation construction.

Impacts

Under this alternative, new openings in the existing façade would be required to accommodate retail and residential foot and vehicle traffic, however, a porte-cochere would not be included in this alternative in order to maximize preservation of the exterior. This alternative would preserve, though not fully intact, the historical resources of the project site as well as the building's potential inclusion in a future MPS Historic District. It should be noted that, due to the alteration of the façade that would be required, Mitigation Measure CR-2, which requires HABS documentation of the building, would likely still be required. This alternative's project-specific impact on historical resources would be considered less-than-significant, as would the proposed project's with mitigation. The alternative would require evaluation by a qualified architectural historian to determine whether or not it would avoid the significant and unavoidable cumulative impact on historical resources that has been identified for the project.

Under this alternative, the overall appearance of the project site would be substantially altered due to the construction of seven additional floors on top of the existing building, for a total of nine floors. The height, massing, and scale of this alternative would be reduced in comparison with the proposed project, and impacts on visual quality, urban design, and views would therefore be less than those of

the proposed project, although the impacts of both this alternative and the project would be less-than-significant.

This alternative would add to the intensity of land use within the Cathedral Hill area, but the approximately 49 residential units would not be considered a significant addition to the projected residential housing stock in the City when considered within the context of year 2025 housing projections. Land use and growth-inducing impacts, including cumulative impacts, of this alternative would be less than those of the proposed project, although these effects would be less-than-significant for both this alternative and the proposed project.

Alternative C would have reduced environmental effects on transportation and parking. Reducing the number of residential units relative to the proposed project by 30 percent, Alternative C would generate approximately 49 units with approximately 70 new residents. Like the proposed project, the impacts of this alternative on operating conditions and levels of congestion at the key intersections studied would be less-than-significant. This alternative would contribute smaller amounts than the proposed project to the cumulative year 2025 growth in traffic at three nearby intersections that would operate at Level of Service E or F under cumulative conditions (Van Ness/Pine, Franklin/Pine, and Franklin/Sutter), but neither this alternative nor the proposed project would have a significant cumulative impact, because both would add traffic to movements that would continue to operate satisfactorily, or would make very small contributions to critical intersection movements that would operate unsatisfactorily under 2025 Cumulative conditions.

Even assuming compliance with the *Western Addition A-2 Redevelopment Plan*, Alternative C would present more parking demand than parking spaces, similar to the project proposal. By scaling the number of units to 70 percent of project proposal, and assuming the number of parking spaces would be scaled in a similar manner, approximately 70 percent of the parking deficit would be generated, or approximately 14 spaces. Furthermore, no curb cuts would be removed; therefore the two additional street parking spaces generated by the project proposal would not be created by Alternative C, resulting in a net deficit of 16 spaces. As discussed previously, CEQA does not consider parking, or a lack thereof, to be a significant impact. Furthermore, The City of San Francisco's Transit First Policy established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." Therefore, under CEQA and San Francisco

policy, a lack of sufficient parking, especially when near to public transit access, is considered a less-than-significant impact.

This alternative's effects on wind and shadow, including cumulative impacts, would be less than those of the proposed project. However, Mitigation Measure WS-1 would likely still be required to mitigate the alternative's contribution to wind impacts under 2025 Cumulative conditions to less-than-significant levels.

Alternative C would result in reduced PM₁₀ emissions during construction relative to the proposed project, as the existing building shell would remain in place during construction, which would eliminate bare-earth surface exposure during construction, and implementation of Mitigation Measure AQ-1 would not be required. The other less-than-significant operational air quality impacts would be further reduced under Alternative C because it would generate less traffic than the proposed project.

This alternative would have geology and soils impacts similar to those of the proposed project; it would introduce residents to potential seismic ground shaking and ground failure. For the proposed project, new-building standards would negate the impact to a less-than-significant level; however, for this alternative, extensive retrofitting and reconstruction of the foundation system may be required. City building standards would be implemented to ensure compliance with all safety requirements, ensuring a less-than-significant impact.

Construction of this alternative would require considerable modification of the existing structure, which would affect the historical resource value of the structure. However, partial preservation would have a reduced impact on historical resources in comparison to the project. The alternative would also have a reduced construction impact on air quality impact because site grading would not be required, and the alternative would not be required to implement Mitigation Measure AQ-1. Operational impacts on air quality would be somewhat reduced in comparison with the project, and would not require mitigation.

Compared to the proposed project, the Reduced Alternative With Partial Preservation would have similar or smaller effects on hazards, noise, utilities and public services, water, and energy/natural

resources, although these impacts would be less-than-significant for both this alternative and the proposed project.

Alternative C: Reduced Alternative would not meet Pacific Heights Franklin Partners, LLC's project objectives of developing this infill site with a more intense use.

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The State CEQA Guidelines call for the identification of an “environmentally superior” alternative that would have fewer significant effects than the proposed project, notwithstanding the desire to meet project objectives. Consequently, Alternative A: No Project Alternative would be the environmentally superior alternative. Under CEQA, if the No Project Alternative is the environmentally superior alternative, the Lead Agency is required to identify an environmentally superior alternative among the other alternatives. Accordingly, Alternative B: Adaptive Reuse of Existing Building would be the environmentally superior alternative because it would avoid the impacts to cumulative historical resources that would result from the project. It would also avoid the significant cumulative wind impact identified for the project and Alternative C, and would not require implementation of Mitigation Measure WS-1. Alternative B would also have reduced impacts related to traffic, air quality, and noise in comparison with the Alternative C.

VII. DRAFT EIR DISTRIBUTION LIST

San Francisco Redevelopment Agency
Commission
Attn: Gina Solis, Secretary
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Fred Blackwell
Executive Director
San Francisco Redevelopment Agency
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Ross Mirkarimi
1 Supervisor – District 5
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102

State Office of Intergovernmental Management
State Clearinghouse
1400 Tenth Street, Room 121
P.O. Box 3044
Sacramento, CA 95812-3044

Bijan Sartipi
District Director
California Department of Transportation
111 Grand Avenue
P.O. Box 23660
Oakland, CA 94623-0660

California Department of Transportation
District IV
Attn: Yatman Kwan, Mail Stop #10D
111 Grand Avenue
P.O. Box 23660
Oakland, CA 94623-0660

Milford Wayne Donaldson FAIA, SHPO
Office of Historic Preservation
California Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Leigh Jordan, Coordinator
Northwest Information Center
Sonoma State University
1303 Maurice Avenue
Rohnert Park, CA 94928

Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dan Sider
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Mark Luellen
Preservation Coordinator
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Shelley Perdue
Preservation Technical Specialist
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

VII. DRAFT EIR DISTRIBUTION LIST

Jack Fleck
SFMTA
Traffic Engineering Division
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Jerry Robbins
SFMTA
Traffic Engineering Division
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Jim Lowe
SFMTA
Service Planning Division
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Landmarks Preservation Advisory Board
Attn: Sonya Banks, Secretary
1650 Mission Street, Suite 400
San Francisco, CA 94103

Lily Chan
3134 Geary Blvd.
San Francisco, CA 94118

Robert Cherny
1462 - 9th Avenue
San Francisco, CA 94122

Courtney Damkroger
2626 Hyde Street
San Francisco, CA 94109

Ina Dearman
217 Upper Terrace
San Francisco, CA 94117

Karl Hasz
Hasz Construction, Inc.
300 Brannan Street, Suite 501
San Francisco, CA 94107

M. Bridget Maley
Architectural Resources Group
Pier 9, The Embarcadero
San Francisco, CA 94111

Alan Martinez
149 Ninth Street, Suite 205
San Francisco, CA 94103

Jean-Paul Samaha
2501 Mission Street
San Francisco, CA 94110

Johanna Street
1423 15th Avenue
San Francisco, CA 94122

Western Addition Citizens Advisory Committee
Attn: Gaynell Armstrong-McCurn
San Francisco Redevelopment Agency
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Estelle Crawford
756 McAllister Street
San Francisco, CA 94102

Sheryl Davis
1545 Eddy Street, #44
San Francisco, CA 94115

Paul Hyams
1475 Fillmore Street
San Francisco, CA 94111

Barbara Meskunas
1332-B Scott Street
San Francisco, CA 94112

Sandy Mori
1715 Buchanan Street
San Francisco, CA 94115

Noni Richen
1929 Ellis Street
San Francisco, CA 94115

Charles Spencer
1551 Fillmore Street
San Francisco, CA 94115

Rev. Arnold Townsend
1489 Webster Street, Apt. 512
San Francisco, CA 94115

Rev. Floyd Trammell
1290 Fillmore Street, Suite 200
San Francisco, CA 94115

Jack Gold
Executive Director
San Francisco Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109

G. Bland Platt
362 Ewing Terrace
San Francisco, CA 94118

Sandra Derian
1415 Franklin Street, #606
San Francisco, CA 94109-0476

Robert & Sally Reingold
126 Shooting Stare Isle
Foster City, CA 94404-1809

Alvin Huie
1551 Franklin Street
San Francisco, CA 94109

Andrea Rock
1530 Gough Street, #606
San Francisco, CA 94109

Marie Brooks
Ellis Brooks Auto Center
1395 Van Ness Avenue
San Francisco, CA 94109

Jeff Strobel
1303 17th Avenue
San Francisco, CA 94123

Melissa Goldesberry
1415 Franklin Street, Apt #302
San Francisco, CA 94109

Patricia Lovelock
1777 Pine Street, #401
San Francisco, CA 94109

Gerald D. Adams
San Francisco Towers
1661 Pine Street, #1028
San Francisco, CA 94109-0412

Government Information Services
San Francisco Mail Library
Civic Center
San Francisco, CA 94102

VIII. EIR AUTHORS, PROJECT SPONSOR'S TEAM AND PERSONS CONSULTED

EIR AUTHORS

San Francisco Redevelopment Agency

One South Van Ness Avenue, Fifth Floor
San Francisco, CA 94103
Stan Muraoka, Environmental Review Officer
Christine Maher, Development Specialist

During Associates

120 Montgomery Street, Suite 2290
San Francisco, CA 94104
Stu During, Project Manager
Douglas Herring

Clement Designs (Graphics Design)

358 Third Avenue, Suite 100
San Francisco, CA 94118
Kathy Clement

Square One (Photomontage)

1736 Stockton Street – Studio 7
San Francisco, CA 94133
Hartmut Gerdes
Angela Lin

McGrew Architecture (Historic Cultural Resources)

674 South Greenfall Road
Palm Springs, CA 92264
Patrick McGrew

EIR AUTHORS (*continued*)

LCW Consulting (Transportation)

3990 20th Street
San Francisco, CA 94114
Luba Wyznyckyj

Don Ballanti (Wind)

3990 20th Street
San Francisco, CA 94114
Luba Wyznyckyj

PROJECT SPONSOR

Pacific Heights Franklin Partners, LLC

121 Spear Street
San Francisco, CA 94105

PROJECT ARCHITECTS

MBH Architects

1300 Dove Street
Newport Beach, CA 92660]

PROJECT ATTORNEY

Reuben & Junius LLP

235 Bush Street
Suite 1600
San Francisco, CA 94104
David Silverman

PERSONS CONSULTED

Western Addition Citizens Advisory Committee

c/o San Francisco Redevelopment Agency
One South Van Ness Avenue, Fifth Floor
San Francisco, CA 94103

Rev. Arnold Townsend, Chair
Barbara Meskunas, Vice Chair
Sheryl Davis, Secretary
Estelle Crawford
Paul A. Hyams
Sandy Mori
Noni Richen
Charles Spencer

Rev. Floyd Trammell

PERSONS CONSULTED *(continued)*

San Francisco Planning Department

1650 Mission Street, Suite 400

San Francisco, CA 94103

Mark Luellen, Preservation Coordinator

Shelley Perdue, Preservation Technical Specialist

Landmarks Preservation Advisory Board

1650 Mission Street, Suite 400

San Francisco, CA 94103

M. Bridget Maley, President

Robert W. Cherny, Vice-President

Lily Chan

Courtney Damkroger

Ina Dearman

Karl Hasz

Alan Martinez

Jean-Paul Samaha

Joanna Street

IX. APPENDICES

Appendix A: Initial Study

Appendix B: Travel Demand Calculations

Appendix A

INITIAL STUDY

SAN FRANCISCO REDEVELOPMENT AGENCY



1450 FRANKLIN STREET INITIAL STUDY

February 20, 2008

FILE NUMBER: ER02.01.08

1. Project title: 1450 Franklin Street Mixed-Use Project

2. Lead Agency name and address:

San Francisco Redevelopment Agency
1 South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

3. Contact person and phone number:

Stanley Muraoka, Environmental Review Officer
(415) 749-2577
e-mail: Stanley.Muraoka@sfgov.org

4. Project location:

1450 Franklin Street, at the southeast corner of Bush and Franklin Streets in the City and County of San Francisco, California (Assessor's Parcel No. 0671-006).

5. Project sponsor's name and address:

Pacific Heights Franklin Partners, LLC
121 Spear Street, Suite 250
San Francisco, CA 94105
Attn: Dan Schalit

6. General Plan designation:

CH (Commercial, General High Density), Western Addition A-2 Redevelopment Plan.

7. Zoning:

NC-3 (Moderate Scale Neighborhood Commercial), San Francisco Planning Code.

8. Description of project:

The 12,000-square-foot (sq.-ft) project site is located at 1450 Franklin Street between Bush and Fern Streets (Assessor's Block 0671, Lot 006 (Figure 1, page 2). The project block is bounded by Bush Street (north), Van Ness Avenue (east), Fern Street (south), and Franklin Street (west). The project is located within the Western Addition Redevelopment Project Area A-2. The site is developed with a two-story concrete building, currently housing a specialty auto dealership and repair facility, that would be demolished.



Source: During Associates
2.13.08

Proposed Project Location Figure 1

The proposed project would develop a 13-story mixed-use building with ten floors of residential condominiums over two stories of parking, a ground-floor entrance lobby and ground-floor commercial space, and one level of underground parking. The building would provide approximately 1,472 gross square feet of ground-floor commercial office space and 69 residential apartments, including 10 studio units, 21 one-bedroom units, and 38 two-bedroom units. The ground floor of the building would provide three off-street commercial parking spaces, including one handicap accessible space. The three levels of parking (second and third floors and one basement level) would provide a total of 70 residential parking spaces, including 42 standard spaces, 26 compact spaces, and 3 handicap accessible spaces. See Figures 2 through 8, pages 4 through 10, for project schematics.

The proposed building would be 130 feet tall and would provide a total of approximately 111,720 square feet (sq. ft.) of developed space, including about 79,323 sq. ft. of residential space, and 30,198 sq. ft. of parking space. The project would provide about 6,580 sq. ft. of private open space and 403 sq. ft. of common open space. The building would also provide approximately 3,297 sq. ft. of residential utility/storage space and 726 sq. ft. of a commercial utility/storage space.

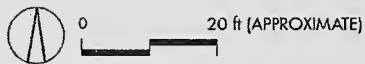
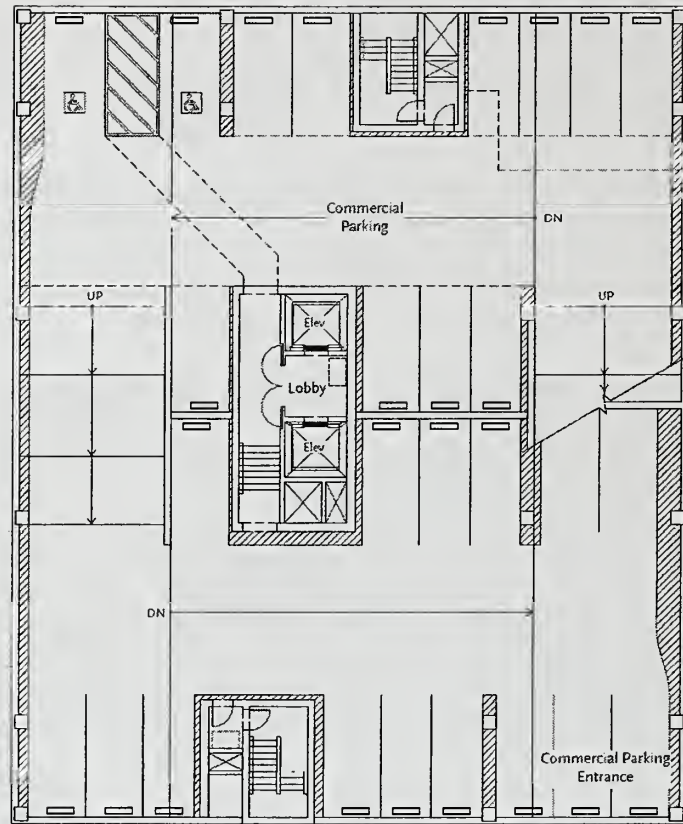
Pedestrian entrances to the commercial office space would be located both on Bush and Franklin Streets. Primary pedestrian access to the residences would be from a lobby located on Franklin Street, with secondary entrances providing garage access located on Bush and Fern Streets. Two vehicle entrances would be located at the southwest corner of the building—one on Franklin Street and one on Fern Street—forming a porte-cochere that would provide internal access to the residential lobby, offering a protected off-street location for vehicles to drop off and pick up residents, and providing access to the ramp leading to the second- and third-story parking levels. A third vehicle entrance, located on Fern Street at the southeast corner of the building, would provide access to the three ground-floor commercial parking spaces and the ramp down to the basement parking level. The vehicle entrances would be gated, with access provided to residents by remote control. Access to the commercial parking spaces from Fern Street would be controlled separately, and could be left open during business hours without providing access to the residential parking.

The proposed two-bedroom apartments would range in size from 1,255 sq. ft. to 1,501 sq. ft.; all two-bedroom units would have two bathrooms. The one-bedroom units would range from 825 sq. ft. to 1,333 sq. ft. and the studio apartments would be 820 sq. ft. in size. A single one-bedroom unit on the fourth floor would include a den. Every residential unit would have a private balcony terrace providing between 65 sq. ft. and 73 sq. ft. of private open space. In addition, the three fourth-floor units (two one-bedroom units and one two-bedroom unit) would have an additional private terrace facing Fern Street or to the east; these terraces would range from 345 sq. ft. to 973 sq. ft. in area.

The residential lobby would have two elevators, a mail room, and access to a manager's office and a fire control room. Separate stairways providing pedestrian access to the basement and upper-level parking and to residences on the upper floors would be located on the north and south sides of the building, near the middle of the building, with street access on Bush Street and Fern Street, respectively.

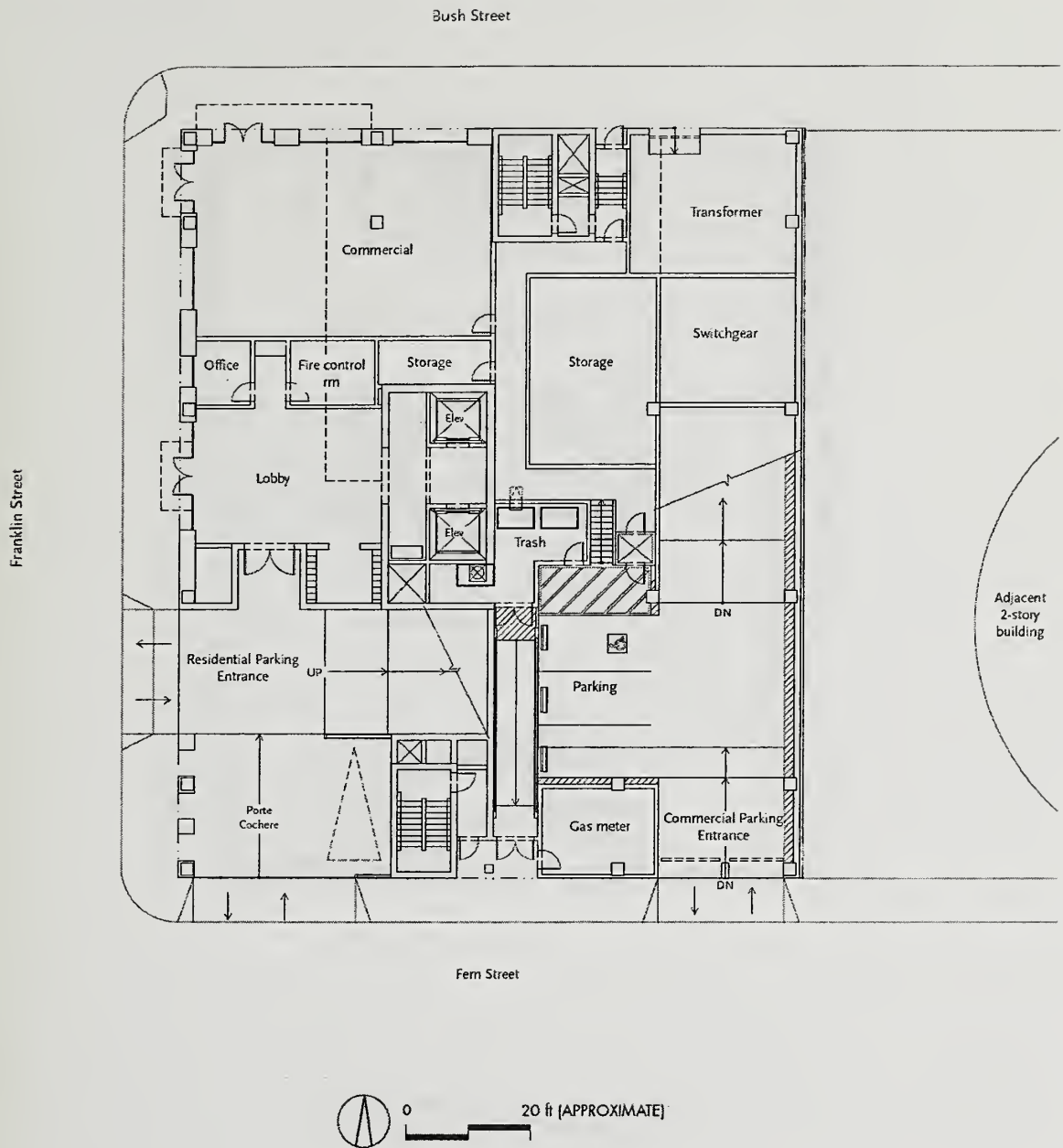
The proposed building would cost approximately \$30 million and would take about 24 months to construct.

The steel-frame podium-based building would be clad in a mixture of cement plaster, aluminum window systems, metal panels, and stone tiles or panels. A slightly recessed ground floor would be enclosed by expansive storefront windows and punctuated by pedestrian entrances on both the Franklin and Bush Street frontages. The projecting podium base, consisting of the second and third floors, would present a single solid plane along each frontage. The upper floors of the building would be articulated by both



Source: MBH Architects
2-13-08

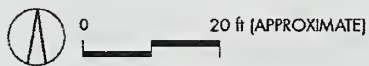
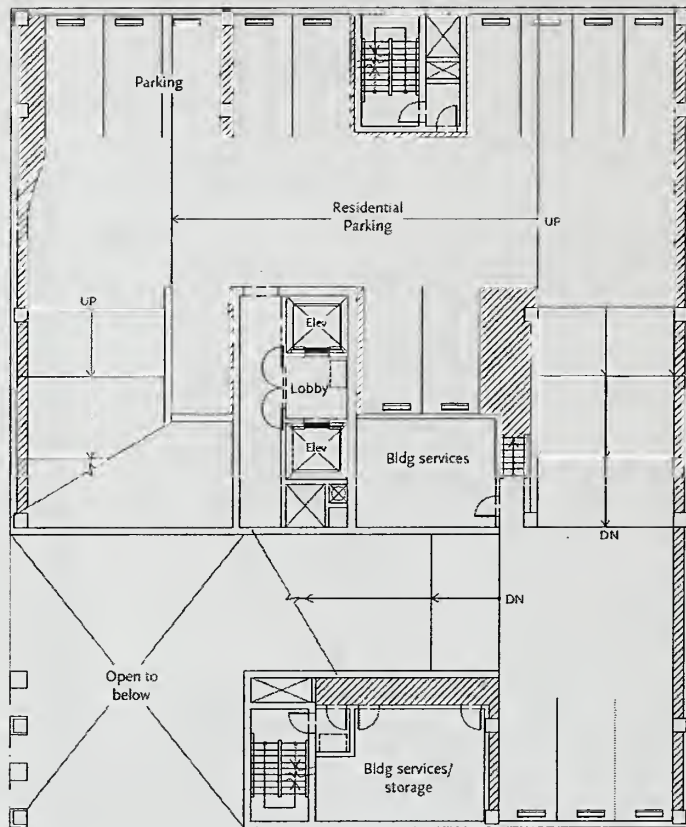
Proposed Basement Floor Plan Figure 2



Source: MBH Architects

2-13-08

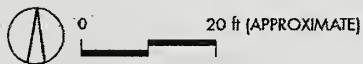
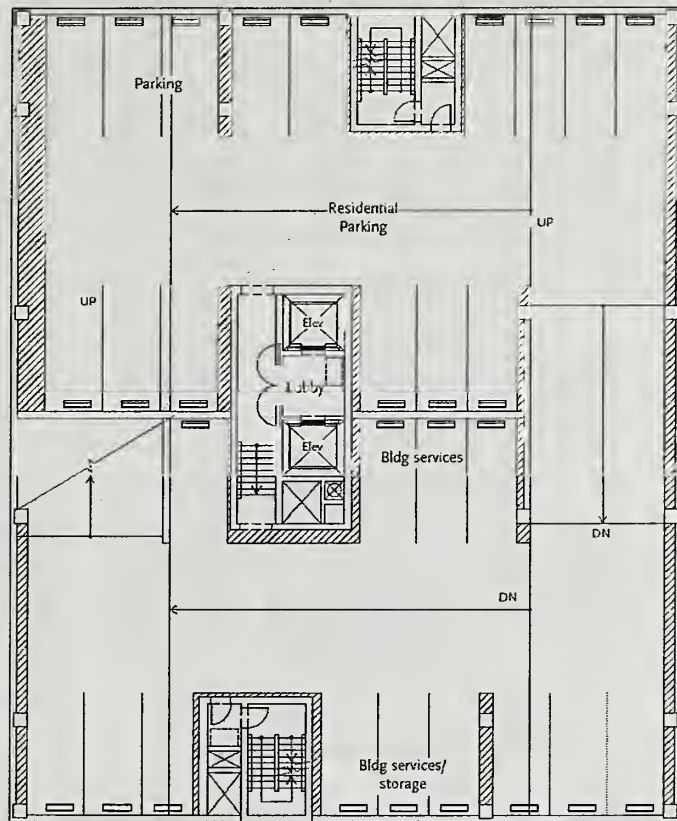
Proposed Ground Floor Plan Figure 3



Source: MBH Architects

2-13-08

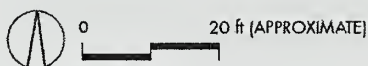
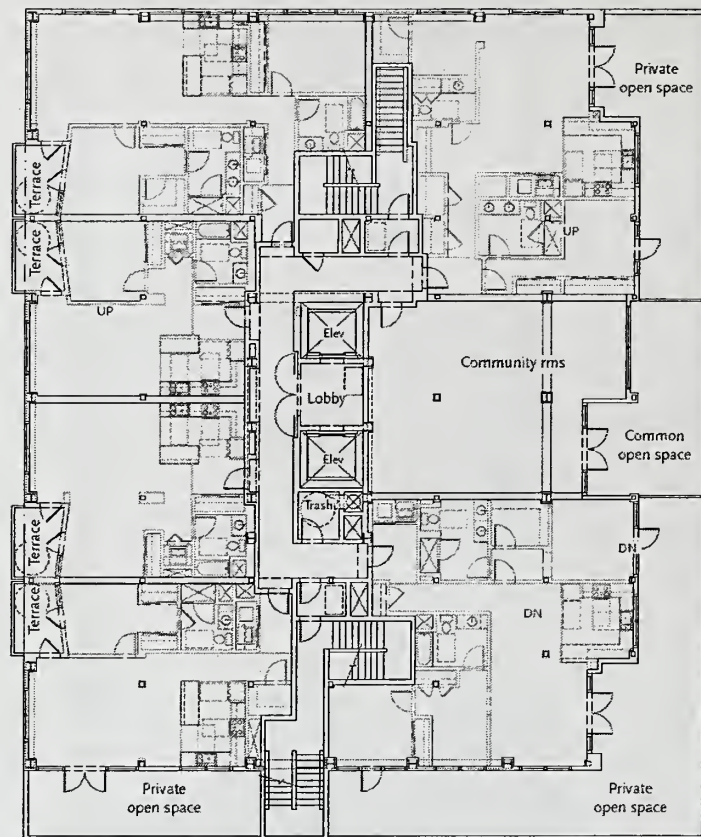
Proposed Second Floor Plan Figure 4



Source: MBH Architects

2-13-08

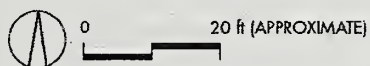
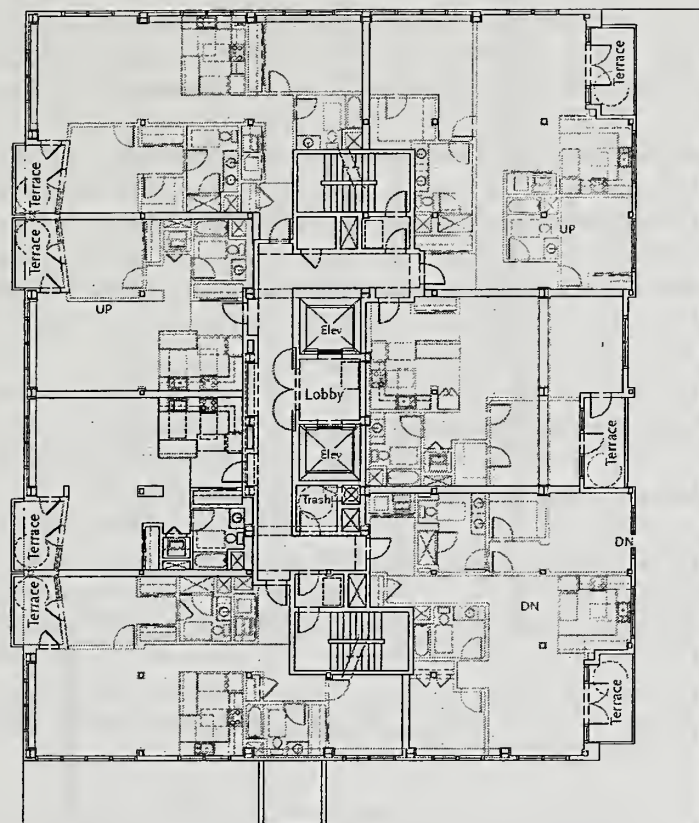
Proposed Third Floor Plan Figure 5



Source: MBH Architects

2-13-08

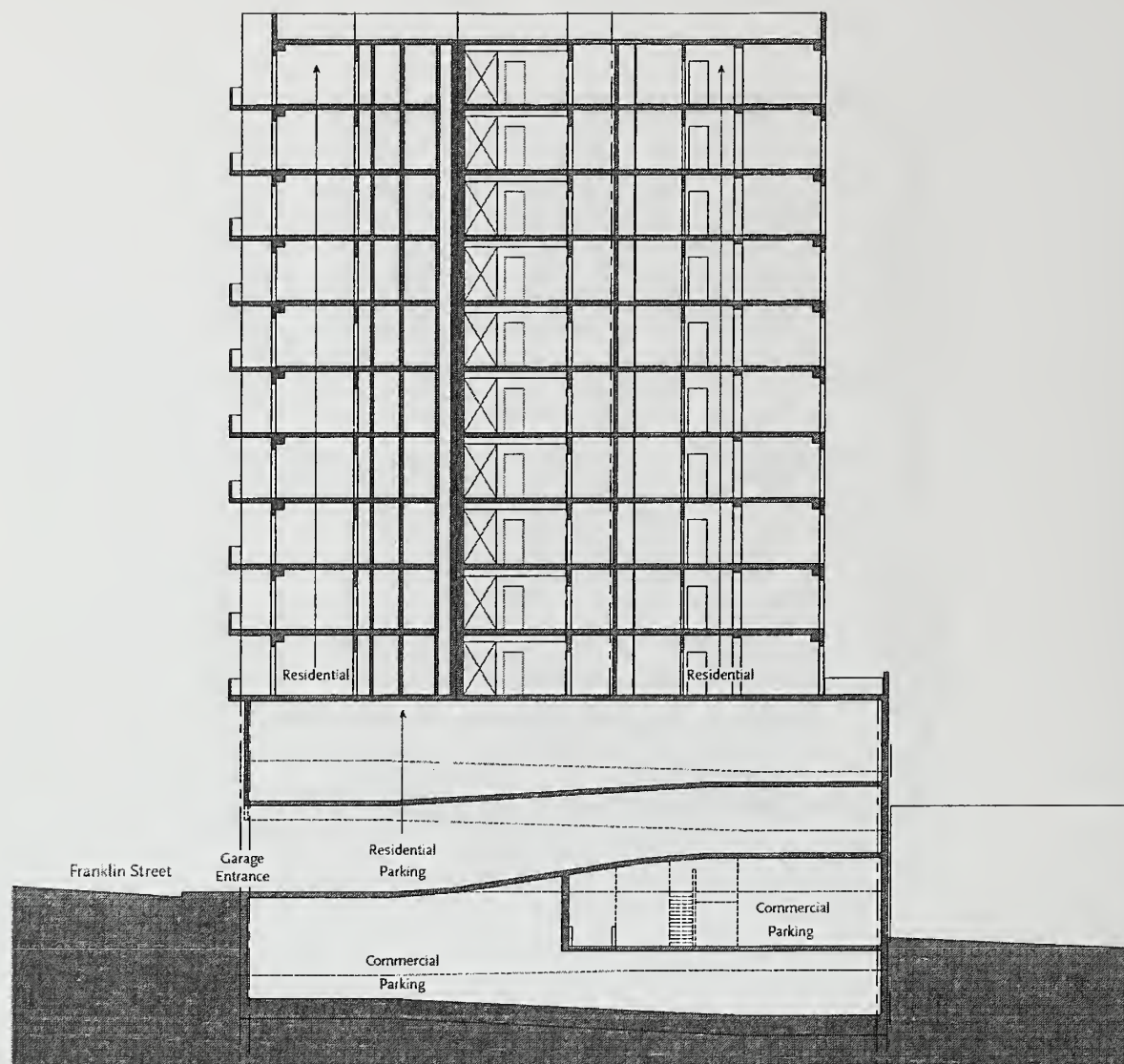
Proposed Fourth Floor Plan—Residential Figure 6



Source: MBH Architects

2-13-08

Proposed Levels Five to Thirteen—Residential Figure 7



Source: MBH Architects

2-13-08

Proposed Project Section Figure 8

flush rectangular windows and recessed square windows and projecting private terraces enclosed by steel-framed glass and metal panels.

9. Site description and surrounding land uses:

The project site is located in the Cathedral Hill neighborhood of San Francisco, a few blocks east of Japantown and about eight blocks north of Civic Center. The rectangular 12,000-square-foot project site is fully covered by a two-story concrete and glass building housing a specialty auto dealership and repair facility. The project site is on Franklin Street between Bush Street and Fern Street. The project block is bounded by Fern Street (south), Franklin Street (west), Bush Street (north), and Van Ness Avenue (east). Van Ness Avenue is a north/south-bound roadway of three travel lanes in each direction, and it is the primary transportation and commercial corridor in the area. Franklin Street is a one-way north-bound roadway of three lanes, and it is a primary route, along with Van Ness Avenue, from the end of the Highway 101 Freeway to Lombard Street, the Golden Gate Bridge, and the continuation of Highway 101 north. Bush Street is a one-way east-bound roadway of three lanes and is a main cross-town road.

The project block is currently developed with commercial uses. Nearby land uses include residential, office, retail (including restaurant), auto service, church, and parking. There is a variety of building types, sizes, and ages, with building heights varying from one to 14 stories in the immediate project vicinity, with most buildings ranging from two to three stories. There is a preponderance of residential uses in the vicinity of the project site, particularly to the west of the site. The 14-story San Francisco Towers, a residential life-care facility, is located one block to the north, occupying the block defined by Van Ness Avenue, Pine Street, Austin Street, and Franklin Street. A 12-story office building with ground-floor commercial uses is located directly across Fern Street to the south, and a 6-story commercial building housing an auto dealership and service center is located on the eastern half of the project block. Within five blocks of the project site, there are five to eight-story residential apartment buildings, residential towers (from 45-300 units and 11-25 stories in height), and large hotel or office buildings from eight to 12 stories.

The site is within the Western Addition Redevelopment Project Area A-2, and is designated Commercial, General High Density in the Redevelopment Plan for the Western Addition A-2 Redevelopment Project. The project site is in an NC-3 (Moderate Scale Neighborhood Commercial) zoning district and 130-E height and bulk district. The project would require an Owner's Participation Agreement (OPA) with the San Francisco Redevelopment Agency.

The project site is located in a 130-E height and bulk district. The height districts in the vicinity vary, from 40-X to 240-E, as follows: 130-V immediately adjacent to the project site to the east; 80-A one-half block to the west; 40-X and 50-X one and a half blocks to the west; 65-A two blocks to the east; 105-D two blocks to the north; and 240-E one block to the west and two blocks to the south. Beyond those districts, within two blocks to the west and east of the project site, controls become generally lower at 40-X to the west and 65-A to 80-A to the east on the slopes of Nob Hill and Russian Hill. In the vicinity of the project, the Van Ness Avenue corridor is generally within a 130-V height and bulk district, while the Franklin Street corridor is designated 130-E, extending in both cases to the Civic Center area. The 240-E height-bulk district referenced above is assigned to Cathedral Hill, surrounding the intersection of Geary Avenue and Gough Street.

The project block, including the project site, is dominated by automotive land uses. The project site is currently occupied by 928-CARS, a Porsche and Vespa dealership that also sells a variety of classic sports cars. This dealership provides repair service, body work, and auto detailing, and also sells used autos on consignment. The remainder of the project block is occupied by the Ellis Brooks Chevrolet/GM auto dealership. The principal 6-story Ellis Brooks building includes a two-story showroom, auto

inventory storage, body shop, and repair facility. An adjacent two-story building in the middle of the block augments the Ellis Brooks inventory storage.

Land uses in the block south of the project block front onto Sutter Street, with Fern Street (which separates the two blocks) functioning as an alley to rear building entrances, with the exception of an entrance to a four-story public parking garage. The Sutter Street side of this building is occupied on the ground floor by a cleaners, carpet store, and café. Sutter Plaza, an articulated building ranging between six and twelve stories in height, occupies the west end of this block and houses offices for about 85 companies, including numerous law firms, accountants, insurance companies, title companies, real estate firms, travel agencies, software developers, and many other uses. The ground floor of the Franklin Street frontage of the building is occupied by a copying/printing shop and Golden Gate Hearing Services. Other land uses in this block include a five-story red brick apartment building (1350 Sutter) with 58 residential units and vacant commercial space formerly occupied by a health club. This latter use is housed in a two-story cement block building the occupies the east end of the block and is occupied by Van Ness Avenue frontages housing a vintage clothing store (1305 Van Ness) and a BevMo outlet (1300 Van Ness) opening soon.

Land uses on the block north of the project site along Bush Street include offices for a mortgage company and a realty company, an auto body shop, a vacant former public parking facility, cleaners, and travel agency. With the exception of the office building and the larger commercial buildings, residential uses occupy the upper floors of the mostly two- and three-story buildings on this block. The east end of the block, on the southwest corner of the Bush Street/Van Ness Avenue intersection (1405 Van Ness) is a seven-story apartment building with 28 units and a café and sushi restaurant in the ground-floor frontage on Van Ness. The northwest corner of this block, at 1415 Van Ness Avenue, is a vacant commercial retail building. The entire block to the north—defined by Van Ness on the east, Pine Street on the north, Franklin Street on the west, and Austin Street on the south—is occupied by San Francisco Towers, a 14-story residential life-care facility with 240 independent living units, 12 assisted care units, and a 55-bed skilled nursing facility. Three retail uses occupy ground-floor spaces in the building on or near Van Ness Avenue, including a café (1477 Van Ness), a kitchen and bath supply store (1455 Van Ness), and a home audio/video components store (1603 Pine Street).

The block immediately west of the project block is entirely developed with residential uses, with the exception of a two-story commercial building on the east end of the block, which is principally occupied by a automotive tire sales and service dealer (1499 Franklin), but has an aikido gym and four offices on the side of the building, at 1625 Bush. The mid-block residential uses are all three-story buildings, and include two 12-unit apartment or condominium buildings, a 21-unit apartment building, a 3-unit condominium building, and a private residence under renovation. Two seven-story buildings occupy the west end of the block and house 28 apartment units at 1520 Gough Street and 40 apartments at 1530 Gough Street. This block is separated from the block to the south by Fern Street, which again functions as an alley, providing rear access to the buildings on both blocks.

This block, bounded by Fern, Franklin, Sutter, and Gough streets, has a greater diversity of land uses. Two six-story buildings occupy the east end of the block and house ground-floor retail uses over 39-unit and 40-unit residential apartments, respectively. The ground-floor uses include a day spa, psychic reader, and liquor store. Sutter Street is developed with a travel agent (1406 Sutter), cleaners (1412 Sutter), flower shop (1414 Sutter), and imported furniture store (1420 Sutter). A 15-unit apartment building at 1440 Sutter occupies a four-story brick and wood shingle building. Three-story buildings house a residence over a Mail Box Plus store, offices for Senior Living Valuation Services, Inc., and a 16-unit apartment building. A five-story cement and stucco building occupies the west end of the block and houses the 68-unit Sutter Apartments, with a podiatrist's office located on the ground floor of the building.

Trinity Episcopal Church, an imposing five-story traditional stone building, is located on the west end of the block adjacent to the project site to the northwest. Within the church is The Next Stage theater, at 1620 Gough Street. Mixed uses dominated by residential use characterize the remainder of the block. Commercial uses predominate on the Bush Street side of the block, and include a coin laundromat, café, cleaners, and two small (two and three stories, respectively) office buildings. A residential home is vacant and under renovation, perhaps for conversion to offices. Ten apartment units are located over the cleaners in the four-story building at 1628 Bush Street. Another two-story office building occupies the northwest corner of the block, at 1523-1525 Franklin Street. Along Austin Street, which defines the block on the north, there are four two-story residential duplexes and one three-story residential triplex.

The next block to the north—bounded by Austin Street on the south, Pine Street on the north, Franklin Street on the east, and Gough Street on the west—is characterized by low-rise residential buildings, most of which front on Pine Street, with their rear yards facing Austin Street. Only two residences front onto Austin: a two-story duplex and an adjacent five-story apartment building with approximately ten units. A four-story office building occupies the southeast corner of the block. Thirty professional offices occupy the upper floors and a restaurant and travel agency occupy the ground floor, at 1533 and 1535 Franklin Street, respectively. Another four-story mixed-use building occupies the northeast corner of the block, with a Chinese restaurant on the ground floor and private residences on the upper floors. The remainder of this block is developed entirely with residential buildings, many of them three-story triplexes. In addition, there are several four-story apartment buildings, each containing between 12 and 40 units.

This page is intentionally left blank.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Hazards & Haz. Materials	<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning
<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing
<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Wind/Shadows	<input checked="" type="checkbox"/> Mandatory Findings

EFFECTS FOUND NOT TO BE POTENTIALLY SIGNIFICANT:

The proposed project would not have a significant adverse effect on the environment for the following environmental factors: scenic views, scenic resources; visual character; light and glare; agricultural resources; air quality effects on sensitive receptors; wind; shadow effects; biological resources; archaeological resources; paleontological resources; geology and soils; hazards and hazardous materials; hydrology and water quality; land use; mineral resources; noise; population and housing; public services; recreation; air traffic; and, utilities and service systems. These environmental factors are discussed in the Initial Study and require no further environmental analysis.

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Stanley Muraoka
Printed name

Date

February 20, 2008
Environmental Review Officer
Title

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. AESTHETICS —

Would the project:

a) *Have a substantial adverse effect on a scenic vista?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: There are limited public scenic vistas of the city and San Francisco Bay in the project vicinity. The topography of the project area is hilly, which allows views of other parts of the city. The nearest public open space is Lafayette Park located approximately four blocks to the northwest. The proposed project, at 13 stories, would be visible along Bush Street and north and south along Franklin Street. Most views of the project site from street-level vantage points are screened by intervening buildings.

Lafayette Park is a four-square block park, closest to the project site at the corner of Sacramento and Gough Streets. The eastern portion of Lafayette Park slopes upward to the west from Gough Street. The park provides scenic vistas to the east and south. The southeastern portion of the park faces the project site and portions of the proposed towers would be visible, but views of the proposed building from most of Lafayette Park would be screened by the intervening multi-story buildings on Gough and Franklin Streets and mature trees within Lafayette Park itself.

Street-level views in the vicinity of the project site are limited to street corridors lined by buildings of varying height and mass. The project would cause little alteration to the existing streetscape, both as viewed from nearby or from more distant locations. Therefore, the proposed project would not substantially alter a public view or view corridors, or degrade or obstruct any scenic view or vista in the project vicinity.

More scenic views are available in the project vicinity to private residents living in nearby residential towers or multi-story buildings, such as the 14-story San Francisco Towers, one block north of the project, as well as occupants of the 12-story office building immediately south of the project site and residents of the 6-story apartment buildings on Franklin Street, about a block south of the project site. The proposed project would be clearly visible from certain locations within these and other buildings and, in some cases, more distant views of the City and/or Bay could be blocked or partially blocked.

Reduced private views from some nearby residences would be an unavoidable consequence of the proposed project and would be an undesirable change for those individuals. Given the dense urban setting of the proposed project and the limited extent of the reduction in private views, the minimal effect on scenic vistas, and absence of damage of scenic resources, the proposed project's impact on private views would constitute a less-than-significant impact. However, this issue will be considered further in the EIR.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- b) *Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* ☐ ☐ ☐ ☒

Explanation: Scenic resources are generally considered to consist of elements in the natural environment or, as noted in the CEQA Checklist question, historic buildings within a scenic highway corridor. Designation of a highway as scenic by the State of California is determined based on how much of the natural environment can be seen by travelers along the roadway. There are no scenic natural resources on or adjacent to the project site, and therefore there is no potential for the project to adversely affect such resources. Although the existing building is historic, it is not located within a State-designated scenic highway. The project's potential impacts to historic resources is treated as a separate issue in Section VI, below.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* ☐ ☐ ☒ ☐

Explanation: The proposed 13-story residential and commercial building would be located in an urban mixed-use area, opposite a 12-story office, a block south of an expansive 14-story residential building, and in the vicinity of numerous five- to eight-story residential and mixed-use buildings. The larger area surrounding the project site has a distinctive characteristic mix of land uses and building types. There are multiple pockets of older low-density residential buildings (one- and two-units), to the west and east, and older one- to three-story-commercial buildings along Franklin Street and Van Ness Avenue. There are also a number of newer, taller, high-density residential and commercial buildings. The project would replace a two-story cement and glass auto showroom constructed in 1922 with an articulated 13-story modern residential tower with ground-floor commercial space. The attractively designed building would substantially enhance the existing visual character of the site, and improve the general aesthetic of the neighborhood. The project would be visually consistent with other residential development that has been developed in the area in recent years, which has similarly contributed to an overall improvement in the aesthetics of the built environment of the neighborhood.

The proposed project would increase the height of development on the site and on the project block. At 13 stories, it would be one of the tallest buildings on the block, and would be approximately twice as tall at the 6-story building at the east end of the block. However, the building would be slightly shorter than the 12-story office immediately to the south and the 14-story San Francisco Towers located a block to the north; and at 130 feet in height, the proposed structure would be within the allowable height of the 130-E height and bulk district in which it is located. Although the proposed project would intensify and change the land use on the project site and would be visually prominent, it would be consistent with the mixed-use, urban visual character of surrounding development and would not appear out of scale with the other buildings in the project vicinity. Therefore, the proposed project would have a less-than-significant effect on the visual character of the project site and vicinity.

Design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. A proposed project would therefore be considered to have a significant adverse effect on visual quality under CEQA only if it would cause a substantial and demonstrable negative

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

change. The project would change the visual character of the project site, by replacing the site's two-story building with a high-rise residential structure. The proposed project's height and massing would be similar to several existing buildings in the area, and would be considerably lower than the proposed mixed-use project at 1634 Pine Street, one block north of the project, which would have two towers of 12 and 25 stories in height. While intensifying the use on the project site, the proposed project would not add a new or visually inconsistent presence to the area. For these reasons, the proposed project would not be expected to cause a substantial and demonstrable negative change or disruption to the existing visual character of the project vicinity. Based on the preceding considerations, the proposed project would not result in a substantial adverse effect on the project site or the project vicinity, and additional discussion of aesthetic effects will not be provided in the EIR. However, the EIR will provide a more detailed discussion on urban design.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The proposed project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. The proposed project would include outdoor lighting typical of other multi-unit residential uses in the project vicinity. For these reasons, the proposed project would not result in additional glare beyond that of other typical buildings or that permitted under Resolution 9212. The building would give off more light than the existing buildings due to the proposed project's larger size and area of glazing. These effects are typical of other such structures in the area. Because the proposed project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass, the proposed project would not be expected to generate a substantial amount of obtrusive light and glare. The EIR will, therefore, not discuss light and glare.

II. AGRICULTURAL RESOURCES —

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: The proposed project would not affect farmland. Due to its urbanized character, the County of San Francisco is not included in the County maps of important farmland prepared biannually by the

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

California Department of Conservation (DOC), a department of the California Resources Agency. However, the entire County is designated Urban and Built-Up Land on the latest statewide map of important farmland.¹ Urban and Built-Up Land is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel, and used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes. This issue will not be considered further in the EIR.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* ☐ ☐ ☐ ☒

Explanation: There is no Williamson Act contract on the fully urbanized project site.

- c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?* ☐ ☐ ☐ ☒

Explanation: There is no farmland on or in the vicinity of the fully urbanized project site. The issue of farmland will not be considered further in the EIR.

III. AIR QUALITY —

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan?* ☐ ☐ ☒ ☐

Explanation: The air quality agency with jurisdiction over the project site is the Bay Area Air Quality Management District (BAAQMD), which is responsible for monitoring regional air quality, developing regional clean air plans, and responding to citizen air quality complaints. BAAQMD is also the agency with permit authority over most types of stationary sources in the San Francisco Bay Area.

The Bay Area is currently designated as a nonattainment area for the State and federal ozone standards and as a nonattainment area for the State respirable particulate matter (PM₁₀) standard. The 2001 Bay Area Ozone Attainment Plan and the 2000 Bay Area Clean Air Plan have been developed by BAAQMD

¹ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, "Important Farmland in California, 2002" (map), August 2004.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

to address the ozone nonattainment issues. No PM₁₀ plan has been prepared or is required under State air quality planning law. This issue will not be considered further in the EIR.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

Explanation: The project would be located in a region that experiences occasional violations of ozone and PM₁₀ standards. Though the regional monitoring network no longer records violations of the carbon monoxide (CO) standard, congestion on busy roadways and intersections could lead to local CO hotspots, particularly during peak traffic hours. BAAQMD has prepared guidelines for conducting environmental review of construction projects in the San Francisco Bay Area with respect to air quality impacts, the BAAQMD CEQA Guidelines, which formed the basis for the analysis presented in this section.

Construction operations for any sizeable project have the potential to result in short-term but significant adverse air quality impacts. Although construction equipment emits carbon monoxide and ozone precursors, these emissions are included in the emission inventory that is the basis for regional air quality plans, and are not considered by the BAAQMD to impede attainment or maintenance of ozone or carbon monoxide standards in the Bay Area. However, PM₁₀ is emitted by construction equipment and is especially generated by site grading, excavation, movement of vehicles over unpaved surfaces, and as a result of wind erosion over exposed earth surfaces. Particulate emissions from these sources can contribute to adverse health effects and cause nuisance effects such as reduced visibility and deposition of dust on parked cars, window ledges, and other horizontal surfaces. Because PM₁₀ emissions can vary greatly due to fluctuations in a variety of influencing factors, the BAAQMD's approach to CEQA analysis of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions. The BAAQMD CEQA Guidelines identify control measures keyed to the size of construction project and state that if all of the control measures appropriate to the project size are implemented, air pollutant emissions from construction of the project are assumed to be less than significant.² Absent implementation of the appropriate control measures, the project's effects of construction-generated dust would be a *potentially significant* impact. Implementation all of the controls listed in Mitigation Measure AQ-1 would reduce the project's construction-related air quality impacts to a less-than-significant level.

Mitigation Measure AQ-1:

The project applicant shall require the construction contractor to reduce the severity of project construction period dust impacts by complying with the following control measures:

- Water all active construction areas at least twice daily. Consistent with Ordinance 175-91, only non-potable water shall be used for all dust-control purposes. The construction contractor shall obtain reclaimed water from the City's Clean Water Program for this purpose.

² Bay Area Air Quality Management District (BAAQMD), *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans*, Section 2.3 and Table 2, revised December 1999.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water two times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at the construction site.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site.
- Sweep adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets.
- Require construction contractors to (1) properly maintain construction equipment and vehicles in accordance with the manufacturers' recommendations, and (2) minimize idling time when equipment is not in use and when trucks are waiting in queues. Include these provisions in all construction contracts.

For operational air emissions, the BAAQMD CEQA Guidelines provide screening criteria for determining whether the total emissions from a project may exceed any of the air quality thresholds of significance. The BAAQMD generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day unless warranted by the specific nature of the project or project setting. The proposed project, including the residential and commercial uses, is estimated to generate approximately 231 daily vehicle trips. Therefore, no detailed air quality analysis is needed, and no significant air quality impacts due to vehicular emissions would be generated by the proposed project. This issue will not be considered further in the EIR.

- c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: According to BAAQMD significance criteria, any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. Since the proposed project would not exceed the BAAQMD thresholds of significance for reactive organic gases, the project would not have a significant cumulative impact on regional air quality for any criteria pollutant. This issue will not be considered further in the EIR.

- d) *Expose sensitive receptors to substantial pollutant concentrations?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: Construction activities such as clearing, excavation, and grading operations, construction vehicle traffic, and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would temporarily affect sensitive receptors (i.e., residents) in the vicinity of the proposed project. The nearest sensitive receptors to the project site are the residents of apartment buildings in the area, including three private residences directly to the north of the proposed

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

project and two six-story buildings with apartments over ground floor retail uses located adjacent from the project site to the southwest. The only public school in the immediate area is the Redding Elementary School at 1421 Pine Street, approximately three blocks northeast of the proposed project. However, a number of private schools are in closer proximity to the project, including the Exodus Trust Graduate School operated by the Institute for Advanced Study of Human Sexuality, at 1523 Franklin Street, one block north of the project; Stuart Hall High School, a private, all-male Catholic high school located at 1715 Octavia Street, two blocks west of the project; and the ABC Language Exchange, a foreign language school located at 1462 Pine Street, slightly west of Redding Elementary School.

Pollutant emissions and odors would be generated by construction equipment during construction of the project. The use of diesel equipment would be greatest during the early phases of construction when grading is occurring and during later phases when materials such as asphalt and concrete are delivered to the site by truck. While diesel odors (and their accompanying pollutants) may be noticeable beyond the project boundaries under certain wind conditions, this effect would only occur for a limited time and for a limited distance beyond the project site boundaries. In general, the equipment emissions would be highly localized and natural atmospheric dispersion would carry the emissions aloft; residents inside their homes would generally not be adversely affected. Following construction, generation of pollutants would be limited to emissions from vehicles traveling to and from the site. Again, these emissions, which are addressed in Section III(b), would be limited and would be carried aloft by atmospheric dispersion.

Other adverse effects of construction activities would include increased dustfall and locally elevated levels of particulate matter downwind of construction activity. PM_{10} is the pollutant of greatest concern with respect to construction activities.³ More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment. Construction activities would not involve burning of any materials and would not create objectionable odors. The construction activities would temporarily affect local air quality for a period of 24 months (approximately 3 weeks would be required for demolition, 15 weeks would be devoted to excavation, 4 months would be devoted to foundation work, and 18 months would be devoted to erection and finishing, with some overlap between the different phases of work). Construction dust has the potential for creating a nuisance at nearby properties. Potentially significant PM_{10} emissions from site grading are addressed above in Section III(b). While potentially significant impact, Implementation of Mitigation Measure AQ-1 (see Section III(b)) would ensure that the effects of construction-generated dust would remain less than significant. This issue will therefore not be further addressed in the EIR.

e) *Create objectionable odors affecting a substantial number of people?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The only potential for generation of objectionable odors from the project would be the emission of diesel exhaust during construction. See Section III(d) for a discussion of construction emissions and their associated odors.

³ Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines*, *op cit*.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV. WIND/SHADOWS —

Would the project:

- a) *Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?*

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

Explanation:

Shadow

The proposed project would shade adjacent properties, but would not increase the total amount of shading in the neighborhood above levels which are common and generally accepted in urban areas. Section 295 of the Planning Code was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Planning Code Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Department, by any structure exceeding 40 feet, unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. The nearest Recreation and Park Department property is Lafayette Park. Located more than 1,200 feet from the project site at its nearest point, there is no potential for the proposed project to cast new shadows on Lafayette Park, which was confirmed by a shadow analysis of the project prepared by ESA. Although the longest shadow cast by the proposed building would extend for about 1,200 feet, this afternoon shadow would be cast away from Lafayette Park, toward the southeast. The project's shadow effects would therefore be less than significant.

Wind

Large buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. To provide a comfortable wind environment for San Franciscans, the City established specific comfort criteria for evaluation of proposed buildings.⁴ The pedestrian comfort criteria are based on pedestrian-level wind speeds, which include the effects of turbulence. These adjusted wind speeds are referred to as "equivalent wind speeds." The Planning Code establishes an equivalent wind speed of 7 miles per hour (mph) in seating areas and 11 mph in areas of substantial pedestrian use as comfort criteria. New buildings and new additions to buildings may not cause ground-level winds to exceed these levels more than 10 percent of the time year-round between 7:00 a.m. and 6:00 p.m. If existing wind speeds exceed the comfort level, new buildings and additions must be designed to reduce ambient wind speeds to meet these requirements. An exception to this requirement may be permitted but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind-baffling measures cannot be adopted without unduly restricting the development potential of the building site in question.

⁴ The Planning Code specifically outlines these criteria for several districts within the city. For CEQA purposes, the provisions of Section 148 apply city-wide, as laid out here.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Planning Code also establishes as a hazard criterion an equivalent wind speed of 26 miles per hour for a single full hour per year. No buildings or additions to buildings would be permitted that would cause wind speeds to exceed the hazard level for more than one hour of any year. This hazard criterion is comparable to a comfort criterion of 36 mph.

A wind tunnel test was performed to determine the potential wind effects of the proposed project, the results of which are summarized herein.⁵ A 1-inch to 50-foot scale model of the project site and surrounding blocks was constructed to simulate existing, proposed project, and cumulative conditions. In addition to the proposed building at 1450 Franklin Street, the cumulative scenario also included construction of two recently proposed projects, a 240-foot-tall residential tower at the corner of Franklin and Pine Streets (1634 Pine Street) and the California Pacific Medical Center (CPMC) at the corner of Post and Franklin Streets. All three configurations of the model were tested with a hot-wire anemometer in a wind tunnel at the University of California, Davis under three primary wind directions: northwest (NW), west-northwest (WNW), and west (W). These three directions represent the orientation of the highest peak winds as well as the most frequent winds during both summer and winter months. During six years of hourly wind measurements taken at the old San Francisco Federal Building at 50 United Nations Plaza,⁶ 59 percent of all winds blew from the NW, WNW, or W directions, with an even greater percentage of winds over 13 mph originating from one of these directions.

Current, post-project, and cumulative wind speeds were calculated at 24 pedestrian-level test points located on sidewalks surrounding the project block and at other nearby locations along Franklin Street, Sutter Street, and Van Ness Avenue. With the exception of the project block, all of the test points were at intersection corners, where winds tend to concentrate. Both mean wind speeds and peak gusts were calculated and compared to the comfort and hazard criteria established in the Planning Code. The existing average of the wind speeds for all 24 test points is 10.2 mph, representing moderate to windy conditions. The wind speeds at individual test points ranged from 5 to 16 mph, with speeds of 14 mph or more occurring at three locations. The Planning Code's 11-mph pedestrian comfort criterion is currently exceeded at seven of the test point locations, while the 36-mph hazard criterion is not exceeded at any of the test points.

Under project conditions, the average wind speed for all 24 test points would increase from 10.2 to 10.7 mph, and would range from 7 to 15 mph at individual locations. Wind speeds of 14 mph would occur at four locations. Compared to existing conditions, wind speeds would increase at eight locations, decrease at six locations, and remain unchanged at the remaining ten locations. Results would be similar under cumulative conditions, with wind speeds still ranging between 7 and 15 mph, and an overall average wind speed of 10.4 mph. Under all three scenarios, the highest wind speed occurs/would occur at the intersection of Sutter and Franklin Streets. As under existing conditions, the hazard criterion would not be exceeded at any test point location under project or cumulative conditions.

The wind speed study noted that the siting of any large structure will alter local wind flows, speeding up the wind at some locations and slowing it down at others, as reflected in the results summarized above. Implementation of the proposed project would not increase the net number of pedestrian comfort criterion

⁵ Environmental Science Associates, *Potential Wind Conditions, Proposed 1450 Franklin Street Mixed-Use Development, San Francisco, California*, ESA 208054, January 31, 2008.

⁶ The measurements were taken between 1945 and 1950 and were measured at a height of 132 feet above the ground.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

exceedances currently occurring (seven exceedances), and exceedances would be eliminated at two of the four test points immediately surrounding the project site, mid-block on Fern and Bush Streets. However, eight pedestrian comfort criterion exceedances would occur under cumulative conditions, representing a net increase in ambient wind speeds relative to existing conditions, in conflict with Section 243.9(a) of the Planning Code. This would be *potentially significant* impact, which would be reduced to a less-than-significant level through implementation of Mitigation Measure WS-1. With implementation of this measure, wind and shadows require no further analysis and will not be addressed in the EIR.

Mitigation Measure WS-1:

The project applicant shall plant street trees along all three street frontages of the project site to reduce pedestrian-level wind speeds. The project applicant shall also explore the use of wind baffles or other building façade design modifications to further reduce the potential for exceedances of the pedestrian comfort criterion. These building and site modifications shall be subjected to an additional wind tunnel study to demonstrate that the proposed building would not result in additional exceedances, beyond those currently existing, of the 11-mph equivalent wind speed in pedestrian use areas under project and/or cumulative conditions. If the project is unable to conform with this requirement, the project sponsor shall demonstrate to the satisfaction of the Redevelopment Agency that it is not feasible to modify the building to meet the requirement without restricting the development potential of the site.

V. BIOLOGICAL RESOURCES —

Would the project:

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
- ☐ ☐ ☐ ☒

Explanation: The project site is within a fully developed area of the City, and is completely covered by impervious surfaces. The site does not provide habitat for any rare, endangered, or other special-status plant or animal species, and the proposed project would not affect, or substantially diminish, plant or animal habitats. This issue will not be considered further in the EIR.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
- ☐ ☐ ☐ ☒

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation: As noted above, the project site is completely covered by impervious surfaces. There is no riparian habitat, wetlands, or any other kind of natural habitat. There is therefore no potential for adverse effects on natural habitats or communities. This issue will not be considered further in the EIR.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) <i>Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Explanation: See Section V(b).

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with any established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Explanation: The project site is not utilized in any manner by resident or migratory fish or wildlife species, and the project would not interfere with the movement or activities of such species.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Explanation: The proposed project would not conflict with any local policies or ordinances protecting biological resources. There are no biological resources on the site, and the project would provide street trees and landscaping on the podium open space areas.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Explanation: No trees would be removed. The open space proposed as part of the project would include plants and street trees appropriate for the urban landscape of the project site.

The issue of biological resources will not be considered further in the EIR.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VI. CULTURAL RESOURCES —

Would the project:

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?* ☒ ☐ ☐ ☐

Explanation: During the Spanish, Mexican, and Early American periods (1776-1848), the centers of activity (the village of Yerba Buena, Mission Dolores, and the Presidio) were located at a considerable distance from the project site. No cultural resources from these eras have been previously recorded within the project site or its immediate vicinity.

During the Gold Rush period (1849-1859), the project site was located just east of the encampment known as "Happy Valley", a dense settlement of temporary encampments. During the later Nineteenth Century Period (1860-1906), permanent buildings were constructed in the area. The project site was developed with a large partitioned brick building, likely used for commercial or manufacturing uses, while the neighboring block to the north was developed with a dense row of residential flats interspersed with a few laundries and other non-residential uses.⁷ The project area burned on the first day of the fire following the 1906 earthquake. Though much of the city was quickly rebuilt after the earthquake and fire, the project site and other properties in the vicinity were exceptions. According to the 1913 Sanborn fire insurance map of the project block, the project site was still vacant in 1913. The building now present on the site was constructed in 1922 or 1923, depending on records consulted.

Cultural artifacts uncovered during the excavation work for the San Francisco Towers Project, located one block north of the project site suggests the potential for finding later Nineteenth Century archeological resources. Cultural materials dating from the 1860s to the 1906 earthquake were found at the depth of ten feet. This find yielded a modest collection of middle-class domestic artifacts that included mainly Euro-American artifacts with a small representation of Chinese artifacts. Similar finds were made at other recent projects: The Octavia Boulevard Improvement Project (on Octavia Street between Market and Hayes Streets), the San Francisco Columbarium Project (bounded by Geary Boulevard and Stanyan, Anza, and Arquello Streets), and the Kaiser Permanente North Addition Project (bounded by Geary Boulevard and O'Farrell, St. Joseph's, and Lyon Streets).⁸

Given the recent discovery of historic cultural resources on nearby properties, it is presumed that there is potential for such resources to be present within the confines of the project site. Implementation of the project could therefore result in a *significant, adverse impact* on historic resources. Potential impacts to historic resources will be evaluated in the EIR.

⁷ Sanborn Fire Insurance Company, 1899 Maps, Volume One, Sheet 258.

⁸ Allen G. Pastron, Ph.D., *Archaeological Research Design and Treatment Plan for the 1634–1690 Pine Street Project, San Francisco, California*, June 2005.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5*

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

Explanation: An archeological survey and cultural resources assessment was prepared for a proposed project on a nearby parcel by an independent consultant.⁹ Much of the research and conclusions of that study is applicable to the currently proposed project, and that report provides the basis of the discussion below.

The project site is situated in what was, prior to the arrival of the first Europeans, the territory occupied by the Costanoan people, a Native American group also referred to as the Ohlone. The project site is located in a sensitive area within a one-mile radius of five other sites. Furthermore, five other sites within a two-mile radius of the project site have yielded deeply buried, previously unrecorded prehistoric artifacts. The presence of numerous deeply buried prehistoric deposits in an intensively developed area of San Francisco indicates that similar prehistoric/protohistoric (up to 1775 A.D.) archeological deposits may exist within or adjacent to the proposed project site.

Construction of the proposed project would require excavation to a depth of approximately 18 feet, and removal of substantial amounts of soil. It should be noted, however, that the site of the currently proposed project is at the crest of a hill and close to bedrock, as further discussed in Section VII(a). Given the potential presence of subsurface archeological resources and the *potentially significant* impact the proposed project would have on such resources, Mitigation Measure CR-1, as detailed below, will be required. Implementation of this mitigation measure would reduce potential archeological resource impacts to a less-than-significant level. Archeological resources, therefore, require no further analysis and will not be included in the EIR.

Mitigation Measure CR-1:

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged archaeological resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the City's archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the City's Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. The project sponsor shall provide a copy to the Redevelopment Agency.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

⁹ *Ibid.*

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Planning Department's Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Section 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains, and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* ☐ ☒ ☐ ☐

Explanation: There are no known or suspected paleontological resources at the project site, and, therefore, the project is not expected to result in any adverse effects on paleontological resources. However, implementation of Mitigation Measure CR-1 would ensure that potential impacts to paleontological resources would remain less than significant. This issue will not be addressed further in the EIR.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?* ☐ ☒ ☐ ☐

Explanation: Mitigation Measure CR-1, required above for potential impacts to prehistoric and historic archaeological resources, includes provisions for the handling of human remains should they be encountered during site excavation.

VII.GEOLOGY AND SOILS —

Would the project:

- a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.* ☐ ☐ ☒ ☐

Explanation: The project site is located approximately 7.5 miles east of the San Andreas Fault, 10 miles east of the San Gregorio North Fault, and 11 miles west of the northern Hayward Fault. The project site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known fault or potentially active fault exists on the project site. However, in a seismically active area, such as the San Francisco Bay Area, the remote possibility exists for future faulting in areas where no faults previously existed.

- ii) *Strong seismic ground shaking?* ☐ ☐ ☒ ☐

Explanation: Similar to most urban locations throughout the Bay Area, the project site is potentially subject to strong seismic ground shaking during an earthquake on one of the major active earthquake

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

faults that transect the region. At least four known earthquakes of Richter Magnitude (RM) 7 or greater have occurred within the San Francisco Bay Area within the last 150 years, and it is likely that an earthquake of similar magnitude will be experienced during the life of the project. The U.S. Geological Survey estimated in 1999 that there is a 27 percent probability that an earthquake of RM 6.7 or greater will occur before 2032 on the Hayward fault, with a 21 percent probability of such an earthquake occurring on the San Andreas Fault. Thus, there is a high probability that strong ground shaking will be experienced at the site during moderate to severe earthquakes in the region. Strong shaking during an earthquake can result in ground failure associated with soil liquefaction, lateral spreading, and cyclic densification.

The Community Safety Element of the General Plan contains maps that indicate areas of the City where one or more geologic hazards exist. Maps 2 and 3 in the Community Safety Element of the General Plan show the intensity of ground shaking in San Francisco from two of the most probable earthquakes, one of magnitude 7.1 on the San Andreas Fault and one of magnitude 7.1 on the northern segment of the Hayward fault, respectively. The updated version of Map 2, modeled on the magnitude 7.9 1906 earthquake on the San Andreas Fault, indicates the shaking severity potential at the project site to be Modified Mercalli Intensity (MMI) Level VIII-Very Strong.¹⁰ According to the California Geological Survey, this level of seismic groundshaking results in slight damage to properly designed buildings and considerable damage in "ordinary substantial buildings."¹¹ The updated version of Map 3 modeled on the magnitude 6.9 1989 Loma Prieta earthquake (on the northern segment of the Hayward fault) identifies the project site as being subject to Strong (MMI VII) shaking during a similar earthquake.¹² In an MMI VII event, damage is negligible in buildings of good design and construction, and slight to moderate in well-built ordinary structures, while it can be considerable in poorly designed or built structures. As discussed in more detail in the following section, preparation of a geotechnical investigation report and construction in accordance the structural safety design requirements approved by the Department of Building Inspection (DBI) would mitigate potential impacts from strong seismic ground shaking. The EIR will not address geology and soils.

iii) *Seismic-related ground failure, including liquefaction?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The project site is not located within an area delineated by the California Division of Mines and Geology as historically or potentially subject to liquefaction. The site is not in an area subject to landslide, seiche, or tsunami run-up or reservoir hazards (Maps 5, 6, and 7 in the Community Safety Element).¹³ The preliminary geotechnical report prepared for the project also concluded that the liquefaction potential at the site is low.

The soils at the site consist of a 10- to 20-foot-thick layer of loose Dune sand that becomes progressively more dense with depth. The Dune sand is underlain by a layer of stiff to very stiff sandy clay

¹⁰ Association of Bay Area Governments, accessed September 6, 2007 at <http://www.abag.ca.gov/cgi-bin/pickmapx.pl>.

¹¹ California Geological Survey, *How Earthquakes and Their Effects Are Measured*, Note 32, revised April 2002. Accessed September 6, 2007 at http://www.consrv.ca.gov/CGS/information/publications/cgs_notes/note_32/note_32.pdf.

¹² Association of Bay Area Governments, *Op Cit*.

¹³ City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April 1997, Maps 4-7.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

approximately 5 to 10 feet thick.¹⁴ The project area is underlain by the Franciscan Assemblage, a sandstone and shale bedrock complex of ancient ocean floor materials compressed and uplifted along the central and northern California coast. Based on boring data from a nearby site on Sutter Street, approximately 100 feet west of Franklin Street, bedrock at the site may be within 20 to 30 feet of the ground surface, and extends to more 1,000 feet below the ground surface (bgs).

Because depth to groundwater may be as shallow as 10 feet bgs during the rainy season, dewatering of the site may be necessary during excavation for the foundation and subsurface parking levels. Should dewatering be necessary, the final foundation study for the project would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Construction would be delayed, if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

Although a strong seismic event could seriously damage the proposed project and put its occupants at risk, with proper site preparation, structural design, and construction techniques in accordance with the San Francisco Building Code, the project would enable the project structures to withstand the maximum probable ground shaking at the site. Because the project site is located in an area potentially subject to very strong seismic shaking, in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazards(s). To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from ground shaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code.

iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The project site is located in a generally level area that is fully developed with buildings and other impervious surfaces. There is no potential for landslides at the site, as confirmed by Map 5 in the Community Safety Element of the General Plan. However, subsurface slope failures could occur

¹⁴ Earth Mechanics Consulting Engineers, *Geotechnical Feasibility Study*, Proposed Development at Bush and Franklin Streets, San Francisco, California, Project Number 06-2698, January 9, 2007.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

during excavation of the site, and temporary slopes and shoring would be required for vertical cuts more than a few feet in height. The final geotechnical report, to be approved by DBI, would identify appropriate construction design features to prevent slope failures and the potential undermining of adjacent buildings.

b) *Result in substantial soil erosion or the loss of topsoil?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The project site is currently covered by impervious surfaces. Site drainage would continue to drain to the City's combined storm and sanitary sewer system and would be treated to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit. The foundation and below-grade portions of the building would be water tight to avoid the need to permanently pump and discharge water. Stormwater runoff from upstream of the site would be collected along Franklin, Bush, and Fern Streets and would discharge into the City storm drain system. During construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading. During project operations, the project would comply with all local discharge requirements. Compliance with these requirements would mitigate potential soil erosion impacts during construction of the proposed project.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: Due to the site's low potential for liquefaction, the preliminary geotechnical report prepared for the project concluded that the potential for seismically-induced lateral spreading at the site is low. Loose, granular soils potentially subject to densification are not present on the site at sufficient thickness to pose a structural threat to the proposed building. Also see Sections VII(a)(ii) through VII(a)(iv).

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The preliminary geotechnical report did not identify expansive soils on the project site. The final geotechnical study that would be required by the Department of Building Inspection would further characterize the site soils and evaluate the potential for expansive soils on the site. As discussed in Section VII(a)(ii), compliance with the design recommendations contained in the geotechnical report, as approved by DBI, would ensure that they project would not create a substantial risk to life or property as a result of expansive soils on the site.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: The project's wastewater would be discharged into the City's combined sewer and stormwater drainage system and conveyed to the wastewater treatment plant for treatment. No septic systems or other alternative wastewater disposal systems would be required for the project.

The EIR will not address geology and soils.

VIII HAZARDS AND HAZARDOUS MATERIALS —

Would the project:

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The proposed project would not involve the routine transport, use, or disposal of hazardous materials. Residential and commercial occupants of the site would be expected to store and use small containerized quantities of hazardous household cleaning products and similar small-quantity chemicals found in homes and small businesses, such as paints, cleaners, toners, solvents, and disinfectants. This type of usage is typical of all residential and neighborhood retail development, and would not constitute a significant hazard to the public or the environment.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: A Phase I Environmental Site Assessment (ESA) was prepared for the project site.¹⁵ An ESA assesses possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage and/or on-site disposal, with particular focus on potential degradation of soil or groundwater quality. The ESA also reviews the land use history of the project site and operating practices at or near the site to assess potential hazards from reported chemical releases on nearby properties and the potential migration of chemicals, contaminants, and toxics onto the project site. The findings of the ESA are summarized in this section.

Early Sanborn Fire Insurance Maps from 1886 and 1889 indicate the project site was developed with a two-story building subdivided for commercial or residential uses. Surrounding properties were similarly

¹⁵ LandAmerica Assessment Corporation, *Phase I Environmental Site Assessment Report*, 1450 Franklin Street Building, 1450 Franklin Street, San Francisco, CA 94109, LAC Project No. 05-28186.1, July 6, 2005.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

developed with a mixture of retail stores and residential buildings. Buildings in the project area were destroyed by the fire following the great 1906 earthquake. Although much of the City was quickly rebuilt following this disaster, the project site remained vacant in 1913, as shown on the Sanborn Map for that year. According to the 1929 Sanborn map, the two-story building that is still present on the project property was constructed in 1923. Sanborn maps from 1929 through 1990 identified the property as "Auto Service—Auto Painting Trimming" and indicate that a gas station was on the corner of Bush and Franklin streets. Several surrounding properties were also developed with businesses related to automobiles, including garages. Retail stores and residential structures were also located nearby. A 1969 City directory listed Diamond Motors on the project property. A 1978 directory listed Nigel Import, a furniture dealer, on the property.

Government records and databases relating to hazardous materials list potential sources of hazardous substances in areas, and are used in part, to assess the risk of encountering soil and/or groundwater contamination during the development of a project site. These records include regulatory lists of properties where unauthorized releases of hazardous materials have occurred, and properties where hazardous materials are currently generated or stored. The records include those of the San Francisco Fire Department (SFFD) and the Local Oversight Program (LOP) of the San Francisco Environmental Health Management Department. The project site is not listed in regulatory agency databases for hazardous material historical releases or storage, nor were there local release or storage files with the SFFD or the LOP, nor were records of violations or non-compliance found. However, no record of a permit for the paint spray booth present in the project building was on file at the SFFD.

LandAmerica Assessment Corporation (LAC), the environmental assessor, conducted a limited asbestos survey of the existing building on the project site to assess the presence of friable (i.e., shreddable) and damaged non-friable asbestos-containing material (ACM) on the site. The only observable ACM consisted of a small amount of drywall tape and joint compound in the second-floor office above the Franklin Street entry ramp to the building. LAC found the material to be in good condition, with low potential for release of ACM into the environment.

LAC did not find any hazards or environmental conditions with the potential to adversely affect the project property or occupants of the property. No further investigation of the site was recommended, and this issue will not be evaluated further in the EIR.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: Although there are few schools in the project area, there is one, Redding Elementary School, within one-quarter mile of the project. Located at 1421 Pine Street, the school is approximately 0.2 miles northeast of the site. However, the project would not entail handling of hazardous or acutely hazardous materials or result in hazardous emissions. There is therefore no potential for the project to adversely affect Redding Elementary or other schools in the area.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: As discussed in Section VIII(b), above, a Phase I ESA was performed which included a search of government databases listing hazardous materials, hazardous waste, and hazardous release sites in the project vicinity. The project site was not listed on any of the databases searched, which typically include more than 50 regulatory lists. The government database search encompassed properties located within specified distances from the project site, ranging from one-quarter mile to one mile, depending on the regulatory database. No properties within the applicable radii were listed on the following databases: U.S. Environmental Protection Agency (EPA) National Priority List (NPL), the EPA's Comprehensive Environmental Response, Compensation and Liability (CERCLIS) list, the California Integrated Waste Management Board (CIWMB) Solid Waste Landfill/Facilities (SWLF) database, EPA's Resource Conservation and Recovery Act (RCRA) Treatment, Storage and Disposal (TSD) Facility list, California CERCLIS-equivalent (SCL) list, California Department of Toxic Substances Control (DTSC) Deed Restriction database, or the Emergency Response and Notification System (ERNS) database.

The database search identified 145 properties on the Leaking Underground Storage Tank (LUST) list within a one-half-mile radius of the project site, with 15 of them located within 1,000 feet of the site. All 15 of the closest sites have been closed by the regulatory agencies or they are considered low priority soil-only cases, with little potential for the sites to have adversely affected the project site. The next 12 closest properties on the LUST database are all closed. The remaining cases are more than 1,450 feet away, the majority of which have either been closed or are low priority soil-only cases. None of the listed sites were deemed likely to threaten the soil or groundwater at the project site.

The database search also identified four properties on the Underground Storage Tank (UST) or Above-Ground Storage Tank (AST) databases and thirteen properties on EPA's RCRA Generator database within one-quarter mile of the site. The UST/AST properties are all down-gradient and have little potential to affect the project site. The RCRA Generator sites are all cross-gradient or down-gradient of the site, have no reported violations, and no potential (except one property with low potential) to affect the project property. Therefore, none of the hazardous materials sites compiled pursuant to Government Code Section 65962.5 would create a significant hazard to the public or the environment.

- e) *For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: There are no public or public use airports in the vicinity of the project. The nearest public use airports are San Francisco International Airport, located about 10 miles south of the project, and Oakland International Airport, located about 11 miles southeast of the project site.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Explanation: There are no private airstrips in the vicinity of the project.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: No interference with emergency response plans or emergency excavation plans would be expected. The project sponsor would develop an evacuation and emergency response plan in consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project's sponsor's plan would be reviewed by the Office of Emergency Services and implemented before the Department of Public Works issues final building permits. Occupants of the proposed building would contribute to congestion if an emergency evacuation of the South of Market area were required. Section 12.202(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Additionally, project construction would have to conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise buildings.

- h) *Expose people or structures to significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: There are no wildlands near the project site or the Cathedral Hill neighborhood in which it is located. San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, including development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process.

In conclusion, no potential public health and safety hazards related to the possible presence of hazardous materials on the project site were identified, and potential fire hazards in the new building would be reduced to a less-than-significant level as a result of regulations and procedures already established as part of the review process for building permits and mitigation proposed as part of the project. Therefore, the EIR will not discuss hazards.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY —

Would the project:

- a) *Violate any water quality standards or waste discharge requirements?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: Stormwater and wastewater from the proposed project would continue to flow into the city's combined sewer system and be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the plant. During operations and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Therefore, the proposed project would not substantially degrade water quality or violate any waste discharge requirements.

- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The project site is covered entirely with impervious surfaces and does not provide a source of groundwater recharge. Except during construction, as noted below, the project would not pump groundwater from the site. Therefore, operation of the proposed project would have no effect on the local groundwater table.

The project proposes excavation of the site to a depth of approximately 22 feet to accommodate a subsurface parking level. Because the groundwater level at the site is expected to be as shallow as 10 feet below the site surface, excavation work is expected to encounter groundwater, and dewatering during construction would be required.¹⁶ Prior to any dewatering, the Bureau of System Planning, Environment and Compliance of the Public Utilities Commission must be notified, and may require groundwater analysis before discharge. Any groundwater discharged during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) including that groundwater meet specified water quality standards before it may be discharged into the combined stormwater and sewer system.

Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a

¹⁶ Earth Mechanics Consulting Engineers, *Geotechnical Feasibility Study, Proposed Development at Bush and Franklin Streets, San Francisco, California*, Project Number 06-2698, January 9, 2007.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, DPW would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. There would be no need for permanent dewatering because the foundation and subsurface parking level would be waterproofed.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The project site is currently covered entirely with impervious surfaces, with stormwater runoff collected from the site and discharged into the City's combined sewer and stormwater collection and treatment system. With implementation of the proposed project, the project site would continue to be covered completely by impervious surfaces, with the exception that street trees would be planted along the site perimeter within public sidewalks. This minor introduction of pervious surfaces would have a negligible effect on the existing drainage pattern of the site and vicinity, and would not increase erosion or offsite siltation. Furthermore, in order to comply with the C.3 stormwater requirements of the City's National Pollutant Discharge Elimination System (NPDES) municipal stormwater permit, the street trees may be located within planter boxes providing biofiltration, which would virtually eliminate transport of sediment from the soils supporting the trees into the stormwater collection system. To comply with the C.3 stormwater requirements, all stormwater runoff from the site, primarily from the building rooftop, would be captured and treated on site in planter boxes or other devices providing biofiltration prior to discharge to the sewer/stormwater collection system.

During construction of the proposed project, there would be a potential for erosion and transportation of soil particles during site preparation, excavation, foundation pouring, and construction of the building shell. Once entrained in surface water runoff, sediment and other pollutants could leave the construction site and ultimately be released into San Francisco Bay. As discussed above, stormwater runoff from project construction would drain to the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant. Pursuant to Building Code Chapter 33 (Excavation and Grading) and the City's NPDES permit, the project sponsor would be required to implement measures to control and reduce potential construction-related erosion. Therefore, the proposed project would not substantially degrade water quality.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: As noted above, the project site is currently covered entirely with impervious surfaces and would continue to be covered completely by impervious surfaces following implementation of the proposed project. There is therefore no potential to increase the amount of surface runoff. Any minimal change in the rate of surface runoff would consist of a reduction resulting from detention for onsite treatment prior to discharge. No flooding would result from implementation of the project.

- e) *Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: As discussed in more detail in subsections (c) and (d), above, the project would not increase stormwater runoff from the site, and therefore would not exceed the capacity of the existing storm drainage system. Runoff would be controlled during construction and would be treated onsite during operation of the project, so there would not be an increase in the pollutant load in site runoff; rather, a reduction in the pollutant load would be expected with the introduction of onsite treatment of stormwater.

- f) *Otherwise substantially degrade water quality?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: See subsections (a) through (e), above.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: Although the Federal Emergency Management Agency (FEMA) has not formally completed flood hazard mapping of San Francisco, the project site is not located in the areas that are expected to be included in flood hazard areas identified on a preliminary Flood Insurance Rate Map anticipated to be published by FEMA in 2007. Located at an elevation of approximately 191 feet above mean sea level, and with no rivers, streams, or lakes in the vicinity, there is no potential for flooding at the project site.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: See subsection (g), above.

- i) *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: There are no levees or dams with the potential to inundate the project site in the unlikely event of a failure. The project site is located well outside the potential inundation areas of the small Sutro, Twin Peaks, and Sunset reservoirs, located several miles southwest of the project site; any accidental releases from these reservoirs would drain toward the west, and would have no potential to cause flooding at the project site.

- j) *Inundation by seiche, tsunami, or mudflow?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: Map 6 of the Community Safety Element of the San Francisco General Plan identifies areas within the City potentially subject to inundation from a 20-foot tsunami run-up. The project site is several miles from the nearest potential inundation zone. There are no potential sources of seiche or mudflow in the project area.

In conclusion, the project would be required to comply with the City's NPDES stormwater requirements during construction and operation, and no potentially significant impacts related to hydrology or water quality were identified. Therefore, the EIR will not address hydrology and water quality.

X. LAND USE AND PLANNING —

Would the project:

- a) *Physically divide an established community?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: The project is located in the Cathedral Hill neighborhood in the northern part of the City, a block west of the busy Van Ness Avenue commercial corridor. Land uses in the vicinity include ground-floor retail businesses along Van Ness Avenue, some side streets, and Franklin and Polk Streets; lower density flats in small pockets of RH- 2 (two-family) and RH-3 (three-family) districts and the higher density residential apartments in the surrounding RM-3 (medium-density), RM-4, and RC-4 (high-density) districts.

Nearby land uses include residential, office, retail (including restaurant and bar), auto service, church, hotel, and parking. Adjacent to the project site to the east is an auto dealership, including showroom,

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

body shop, and repair facility, which occupies about two-thirds of the block. Across Bush Street to the north are offices for a mortgage company and realty company, an auto body shop, a vacant former public parking facility, cleaners, travel agency, and a number of private residences. Austin Street, which defines the north side of the this block, functions as a rear alley to the uses fronting onto Bush Street to the south and Pine Street to the north. A few small office buildings and a small surface parking lot are also located along this stretch of Austin Street. The entire block defined by Austin Street to the south, Pine Street to the north, Van Ness Avenue to the east, and Franklin Street to the west is occupied by San Francisco Towers (1661 Pine), a 14-story residential life-care facility with 240 independent living units, 12 assisted care units, and a 55-bed skilled nursing facility. Three retail uses occupy ground-floor spaces in the building on or near Van Ness Avenue, including a café (1477 Van Ness), a kitchen and bath supply store (1455 Van Ness), and a home audio/video components store (1603 Pine Street).

Land uses in the block south of the project block front onto Sutter Street, with Fern Street (which separates the two blocks) functioning as an alley to rear building entrances, with the exception of an entrance to a four-story public parking garage. The Sutter Street side of this building is occupied on the ground floor by a cleaners, carpet store, and café. Sutter Plaza (1388 Sutter), ranging between six and twelve stories in height, occupies the west end of this block and houses offices for about 85 companies, including numerous law firms, accountants, insurance companies, title companies, real estate firms, travel agencies, software developers, and many other uses. The ground floor of the Franklin Street frontage of the building is occupied by a copying/printing shop (1410 Franklin) and Golden Gate Hearing Services (1400 Franklin). Other land uses in this block include a five-story red brick apartment building (1350 Sutter) with 58 residential units and vacant commercial space formerly occupied by a health club. This latter use is housed in a two-story cement block building the occupies the east end of the block and is occupied by Van Ness Avenue frontages housing a vintage clothing store (1305 Van Ness) and a BevMo outlet (1300 Van Ness).

Across Franklin Street from the project site to the west is an automotive tire sales and service dealer (1499 Franklin), with the west side of the building occupied by an aikido gym and four offices, at 1625 Bush. The remainder of this block is developed entirely with residential uses, consisting mostly of apartments and multi-unit condominium buildings. One block to the south, the west side of Franklin Street is occupied by two six-story buildings housing approximately 40 apartment units in each building, with ground-floor retail uses, including a liquor store (1400 Franklin), psychic reader (1407 Franklin), and day spa (1425 Franklin).

The project would replace an existing building with a new high-rise building on essentially the same footprint. The project would be developed within the confines of an existing, fully developed City block, and would not physically divide an established community.

- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation:

Western Addition Redevelopment Plan

As noted in the project description, the project site is within the Redevelopment Plan for the Western Addition A-2 Redevelopment Project area, and is designated for Commercial, General High Density (CH) use. Permitted land uses in the CH designation are identified in the Redevelopment Plan. As stated in the Redevelopment Plan, the intent of the CH use district is to "provide for high density business, commercial, and other uses to serve primarily a city-wide or regional market." The zoning is NC-3 (Neighborhood Commercial, Moderate Scale), and the project site is in a 130-E height and bulk district. The site is immediately adjacent to but outside of western boundary of the Van Ness Special Use District (SUD).

The 1450 Franklin Street project would require review by the Redevelopment Agency for consistency with the Redevelopment Plan for the Western Addition A-2 Redevelopment Project. Permitted land uses identified by the Redevelopment Plan consist of those permitted by the San Francisco Building Code. The Redevelopment Plan indicates that General Commercial sites may be developed with residential housing above the ground floor, as well as retail stores, personal service businesses, eating and drinking establishments, business and professional offices, commercial recreational establishments, and automobile sales and ancillary repair and service functions. Other permitted uses include churches, schools, cultural institutions, convalescent hospitals, private clubs or lodges, printing and publishing establishments, antique shops, and limited wholesale establishments. Hotels and motels may be permitted, subject to Redevelopment Agency approval.

The allowable density for permitted uses in the CH designation is a maximum of 10 square feet of gross floor area for each square foot of lot area. For permitted residential development, not less than 50 square feet of lot area is to be provided for each Agency Room. An Agency Room is defined as a private enclosed space of principal habitation defined as a living room, dining room, kitchen, family room, study, den, library, bedroom, or similar major room in a dwelling unit, but not including bathrooms, closets, hallways, or similar rooms. With a lot area of 12,000 square feet and total habitable living space of 81,047 sq. ft. (gross square footage of 113,804 less 32,757 sq. ft. of parking, utility areas, and open space parking, utility areas, and open space) the project is within allowable density.

The CH designation requires the provision of open space equivalent to 40 sq. ft. per dwelling unit for the first Agency Room plus an additional 10 sq. ft. for each additional Agency Room in the unit. Usable open space may not be accessible to motor vehicles and must have minimum dimensions of 6 feet. With 403 sq. ft. of proposed common open space and 6,580 sq. ft. of private open space, the project would provide well above the minimum required open space.

The Redevelopment Plan establishes a height limitation of 130 feet for the project site, which is consistent with the City's 130-E height and bulk district. This district, established in Article 2.5 of the San Francisco Planning Code, governs the bulk requirements applicable to the project site. The Redevelopment Agency may grant height and density bonuses up to 15 percent of the height and density limits to projects providing low- and/or moderate-income housing. The project's proposed height of 130 feet would be consistent with the height limit for the site. With a diagonal measurement of 138' 7" above a height of 65 feet, the project would conform with the 140-foot limit on this dimension for buildings in the 130-E height and bulk district.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

In general, potential conflicts with the Redevelopment Plan are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. If the project, on balance, were to have substantial conflicts with the Redevelopment Plan objectives, it could not be approved. No conflicts with the Redevelopment Plan were identified during this environmental review.

San Francisco Planning Code

As noted in the project setting, the project site is within an NC-3 (Neighborhood Commercial, Moderate Scale) zoning district. The surrounding area consists of a mix of zoning districts, including low density residential in the RH districts, medium and higher density residential and commercial in RM and RC districts, mixed-use neighborhood-serving commercial uses in NC districts, and public use districts. The neighborhood contains both low density one- to-three-story residential and commercial buildings, as well as medium- to high-rise, high-density residential and commercial structures. Height and bulk districts in the vicinity vary from 130-E at the project site, to 40-X and 240-E within a four-block radius of the project site.

Zoning districts in the vicinity include NC-3 districts lining Franklin Street for several blocks north and south of the project and RC-4 districts flanking Van Ness Avenue from Golden Gate Avenue on the south all the way to Broadway on the north; most of these RC-4 districts occupy half or more of the block extending in either direction from Van Ness Avenue. RM-4 districts begin about 200 feet west of the project site and extend to the west for several blocks. North of the project block and west of Franklin Street are RM-4, RH-3, RM-3, and RH-2 districts. NC districts are intended to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood and provide convenience goods and services to the surrounding neighborhoods.¹⁷ Residential districts dominate the surrounding area. RH districts are characterized by similarity of building styles and large units, considerable open space, and limited non-residential uses.¹⁸ RM districts emphasize higher-density residential uses, usually apartment buildings with smaller units and often close to downtown.¹⁹ RC districts are similar to the RM districts, but they allow commercial uses at or below the ground floor.²⁰

The project site is adjacent to the Van Ness SUD, which flanks Van Ness Avenue and runs from the Civic Center to Broadway. The purposes of the Van Ness SUD are to create a mix of commercial and residential uses; enhance the pedestrian environment; encourage retention and appropriate alteration of historical structures; conserve existing housing stock; and enhance the visual and urban design quality of the street.²¹

¹⁷ Planning Code Section 712.1, NC-3 – Moderate-Scale Neighborhood Commercial Districts.

¹⁸ Planning Code Section 206.1, RH (Residential, House) Districts.

¹⁹ Planning Code Section 206.2, RM (Residential, Mixed) Districts.

²⁰ Planning Code Section 206.3, RC (Residential-Commercial Combined) Districts.

²¹ Planning Code Section 243, Van Ness Special Use District.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As noted above, the project site is located in a 130-E height and bulk district. Height and bulk districts in the vicinity range from 40-X to 240-E and include, in addition to those mentioned, 65-A, 80-A, 80-D, 105-D, 130-V, and 130-E.

As listed on page 15, the proposed project would require approval by the San Francisco Redevelopment Agency. It would also require building permits from the Department of Building Inspection (DBI). It would not require any approvals or permits from any Regional, State, or Federal Agencies.

The San Francisco Planning Code, which incorporates the City's Zoning Maps, implements the San Francisco General Plan and governs permitted uses, densities, and configuration of buildings within the city. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project conforms to the Planning Code; (2) an allowable exception is granted pursuant to provisions of the Planning Code; or (3) amendments to the Planning Code are included as part of the project.

The NC-3 zoning district in which the project is located "offers a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood ... a diversified commercial environment is encouraged and a wide variety of uses are permitted with special emphasis on neighborhood-serving businesses. Eating and drinking, entertainment, financial service, and certain auto uses generally are permitted with certain limitations at the first and second stories. Other retail businesses, personal services, and offices are permitted at all stories of new buildings. Limited storage and administrative service activities are permitted with some restrictions." Large-scale lots and buildings and wide streets distinguish the districts from smaller-scaled commercial streets. NC-3 building standards "permit moderately large commercial uses and buildings. Housing development in new buildings is encouraged above the second story" with rear yard requirements at residential levels (Planning Code, Section 712.1).

The proposed project would require review by the Agency for consistency with the Redevelopment Plan, the General Plan, the NC-3 development controls on the San Francisco Planning Code, and other relevant planning documents.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: The project site is located in a fully urbanized and built out neighborhood that contains no natural habitat. There is no habitat conservation plan or natural community conservation plan applicable to the site.

In conclusion, no land use or planning impacts have been identified for the proposed project, and this issue will not be further evaluated in the EIR.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XI. MINERAL RESOURCES —

Would the project:

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Explanation: The Environmental Protection Element of the San Francisco General Plan notes that there are no appreciable mineral deposits in the City.

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Explanation: As noted in Section XI(a), the General Plan specifically states that there are no significant mineral resources within the City, and omits additional discussion of minerals from the General Plan and area plans. The proposed project would have no effect on mineral resources.

XII.NOISE —

Would the project result in:

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation:

City of San Francisco Standards

The San Francisco General Plan promulgates noise standards and policies in the Environmental Protection Element. Policy 11.1 discourages new uses in areas in which the ambient noise level exceeds the noise compatibility guidelines for that use. For all residential buildings, the noise compatibility guidelines establish a day/night average noise level (L_{dn}) of 65 decibels (dBA) as the upper limit for generally acceptable exterior noise environments.²² In noise environments of 60 dBA or louder, new residential development should only proceed after a detailed analysis of the noise reduction requirements has been made, and appropriate noise insulation features have been incorporated into the project design.

²² DBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

To facilitate identification of the ambient noise level for a proposed development, the Environmental Protection Element provides maps delineating ambient sound zones and thoroughfare noise levels. The noise levels along Franklin and Bush Streets are mapped at 75 dBA. The ambient noise level of the project site and surrounding area is mapped at 65 dBA. Policy 11.1 states that if the noise levels for the development site, as shown on the referenced maps, exceed the sound level guidelines established for that use in the land use compatibility chart, then either needed noise insulation features should be incorporated in the design or else the construction or development should not be undertaken. As discussed below, appropriate noise insulation features would be incorporated into the project building. The project would therefore not expose people to noise levels in excess of the standards established in the General Plan.

San Francisco also regulates noise via its Noise Ordinance. Article 29, Section 2909, limits noise from building operations, including mechanical equipment, such as air conditioning units and chillers. Substantial increases in the ambient noise level due to building equipment noise would not be anticipated. (Additional provisions of the Noise Ordinance are addressed below in Section XII(d)). Therefore, the EIR will not discuss building equipment noise.

State of California Standards

Residential uses would be included in the proposed development. The noise insulation requirements of Title 24 of the California Code of Regulations apply to residential occupancies. Title 24 requires insulation sufficient to limit interior noise levels to 45 dBA or less at night. The Department of Building Inspection would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet State standards regarding sound transmission.

Because the proposed development would comply with the Title 24 noise insulation requirements, the existing noise environment would not negatively affect occupant use. Based on this information, the effect of existing noise levels on the proposed development will not require analysis in the EIR.

- b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* ☐ ☐ ☒ ☐

Explanation: The proposed building would be constructed on a spread-footing or mat foundation, and therefore would not require pile driving. Other potential sources of groundborne noise and vibration, such as falling debris during removal of the existing roof or materials dropped during construction of the new building, would be isolated one-time events with little potential to generate excessive groundborne vibration or noise. For this reason, groundborne vibration and groundborne noise will not be addressed further in the EIR.

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* ☐ ☐ ☒ ☐

Explanation: Ambient noise levels in the vicinity of the project site are typical of noise levels in urban San Francisco. The most significant existing source of noise at the project site, as throughout most of San Francisco, is vehicular traffic, including trucks, cars, buses, and emergency vehicles. Non-traffic noise

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

sources in the area include aircraft overflights and temporary construction noise due to other projects in the vicinity. The nearest noise-sensitive receptors to the project site are residential triplexes at 1541-1545 Franklin, 1547-1551 Franklin, 1572-1576 Bush Street, and 1582-1586 Bush Street, and residential apartments at 1405 and 1415 Franklin Street, all within one-half block of the project site. Additional residences are located on Bush and Sutter Streets within a block, both east and west of the project.

Generally, traffic must double in volume in order to produce a noticeable increase (i.e., 3 dBA) in noise levels. Traffic volumes would not be expected to double as a result of the project; therefore, substantial increases in traffic noise levels would not be anticipated in the project area.²³ Traffic noise will not be analyzed in the EIR.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: Project construction would increase noise levels in areas surrounding the project site. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener. Construction activities associated with the project construction potentially could include excavation and hauling, foundation construction, steel erection, and finishing. The buildings would probably have a spread-footing or mat foundation; therefore pile driving would not be likely to occur. Construction activities would be temporary and intermittent and would occur at different times through the phases of project construction. Construction would extend for about ten months: approximately three weeks would be required for demolition, six weeks would be devoted to excavation, two months would be devoted to foundation work, and ten months would be devoted to erection and finishing, with some overlap between the different phases of work. The noisiest construction periods would be during demolition of the existing building, excavation, and erection of the steel and concrete residential building. Throughout the construction period there would be truck traffic to and from the site, hauling away excavated materials, or delivering building materials. It is anticipated that the construction hours would be normal working hours during the week, with possible limited work during nights or weekends.

Noise impacts from construction activities could be reduced in three ways: reduce the sound level at the source, provide the receiver with shielding, or alter the path of sound transmission. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project demolition and construction operations would comply with the Noise Ordinance requirements. Compliance with the Noise Ordinance is required by law and would

²³ California Department of Transportation (Caltrans), *Technical Noise Supplement*, 1998.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

reduce any impacts to a less-than-significant level. Based on the above analysis, no analysis of construction noise will be presented in the EIR.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?* ☐ ☐ ☐ ☒

Explanation: There is no public airport or public use airport within 2 miles of the project site and, therefore, there are no airport-related noise effects that would be caused by the proposed project.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?* ☐ ☐ ☐ ☒

Explanation: There is no private airstrip within 2 miles of the project site and, therefore, there are no airport-related noise effects that would be caused by the proposed project.

XIII. POPULATION AND HOUSING —

Would the project:

- a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* ☐ ☐ ☒ ☐

Explanation: Based on the proposed 69 residential units and the average household size of 1.43 for Census Tract 151, the proposed project could attract an estimated 99 new residents.²⁴ For purposes of this analysis, it is assumed that the existing business currently occupying the project site employs about ten persons and that the proposed project, including building management/maintenance and commercial development, would employ between ten and twenty persons. The daytime population of the site would therefore potentially increase by approximately ten persons. While potentially noticeable to immediately adjacent neighbors, the increase in the number of residents and workers on the project site would not substantially increase the area-wide population, and the resulting density would not exceed levels that are common and accepted in high-density urban areas such as San Francisco. Furthermore, the proposed project would help the City meet its regional housing needs allocation. Residential units proposed under the project would help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing. Pursuant to the

²⁴ U.S. Census Bureau, Census 2000, Summary File 1, Table QT-H3, Household Population and Household Type by Tenure: 2000. Average population per household of 1.43 multiplied by 69 units yields 99 residents).

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Redevelopment Agency's requirement that projects reserve 10 percent of the total number of units on-site for affordable housing with the same unit mix distribution as the rest of the proposed project, the proposed project would include 7 affordable units on-site: 1 studio, 2 one-bedroom units and 4 two-bedroom units. The potential increase in population of 109 residents on the project site would not result in significant adverse population impacts. Population impacts will not be further addressed in the EIR.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: There is no housing located on the project site.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: As noted above, an estimated ten persons currently work in the auto sales and service business currently occupying the project site. This business and its employees would need to relocate to another site. The employees are likely already residents of San Francisco or the surrounding area, and most of them would not be expected to need to relocate from their existing housing as a result of the relocation of the business. The project would therefore not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Housing impacts will not be addressed further in the EIR.

XIV. PUBLIC SERVICES: —

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

- a) *Fire protection?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: Fire protection services would be provided to the project by the San Francisco Fire Department (SFFD). The nearest fire stations are Station 3, located at 1067 Polk Street, about four blocks to the southeast, and Station 38, located at 2150 California Street, about six blocks to the northwest. Although the proposed project could increase activity and the number of calls received from the area and the level of regulatory oversight required, the increase in responsibilities would not be considered substantially greater than the existing demand for fire protection services in the Cathedral Hill

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Neighborhood. Meeting this additional service demand would not require the construction of new fire prevention facilities. The proposed project would therefore, not result in a significant impact on fire protection services. The EIR will not discuss fire protection services.

b) *Police protection?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: Police protection services would be provided to the project by the San Francisco Police Department (SFPD). The project site is located in the Northern District of the Metro Division, and is served by the Northern District Station at 1125 Fillmore Street, about three-quarters of a mile southwest of the project site. Similar to fire protection, the project site presently receives police protection services, and the addition of approximately 99 residents could slightly increase the demand for police protection services in the area. Although the project could increase the number of calls received from the area, the increase would not be substantial in light of the existing demand for police protection services in the Cathedral Hill Neighborhood, and would not require the construction of new facilities. Meeting this additional service demand would not require the construction of new police protection facilities. The proposed project would therefore, not result in a significant impact on police protection services. The EIR will not discuss police protection services.

c) *Schools?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The public school needs of the project would be served by the San Francisco Unified School District (SFUSD), which has a total enrollment of 57,144 pupils. The nearest elementary school is the Rosa Parks Elementary School at 1501 O'Farrell Street, which is approximately 0.2 miles (two and a half blocks) from the project site, Benjamin Franklin Middle School at 1430 Scott Street, which is approximately 0.7 miles, and Newcomer High School at 2340 Jackson Street, which is approximately 0.7 miles from the site. Some of the new residents of the proposed 69-unit residential development may be families with school age children. The SFUSD employs a student generation rate of 0.203 students per housing unit for planning purposes and the proposed 69 units would generate approximately 14 school-age children (K-12).²⁵ This may be an overestimate of the proposed project population, because one-third of the proposed units would be one-bedroom units. Nearby public schools to the project site include Marshall Elementary School at 1575 15th Street, two blocks to the southeast, and Sanchez Elementary, 325 Sanchez Street, about six blocks to the southwest. The nearest middle school is Everett Middle School at 450 Church Street, about 1.8 miles to the west, and Francisco Middle School at 2190 Powell Street, about five blocks to the southwest. The high school serving the project area is Mission High School at 3750 18th Street, about six blocks to the southwest.

²⁵ See discussion in the Eastern Neighborhoods Rezoning and Community Plan Initial Study (Case No. 2004.0160E, Preliminary Draft 9-19-05) and the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final EIS/EIR, March 2004; p. 4-19; prepared for the U.S. Department of Transportation Federal Transit Administration, City and County of San Francisco, Peninsula Corridor of Joint Powers Board, and San Francisco Redevelopment Agency, available for review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco, in Case No.2004.048E and at www.transbayproject.org, accessed for this report on March 12, 2007.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The SFUSD is generally not a growth district, with most facilities throughout the City generally underutilized, and the SFUSD has more classrooms district-wide than it needs.²⁶ Because of this, and because families can apply to any SFUSD school, it is expected that the new students generated by the project could be easily accommodated by the SFUSD.²⁷ The proposed project would, therefore, not substantially increase demand for school facilities and would not necessitate new or physically altered school facilities in San Francisco. Similar to other citywide development, the proposed project would be assessed a State-mandated school impact fee for the increase in residential and retail space; under CEQA, payment of these fees is considered to mitigate potential impacts to schools. Therefore, the proposed project's impact on school facilities would be less than significant, and the EIR will not discuss the project impact on school facilities.

d) *Parks?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The project site is well served by parks, with nearly a dozen public parks located within a 1-mile radius of the project site. The closest park to the site is Lafayette Park, located about five blocks north of the project; it occupies four blocks and is bounded by Washington, Gough, Sacramento, and Laguna Streets. Sergeant J. MacAuley Park is located about 0.3 miles to the southeast and Alta Plaza Park—also occupying four blocks, bounded by Jackson, Steiner, Clay, and Scott Streets—is about 0.7 miles to the northwest. Another sizeable park in the vicinity is Jefferson Square, approximately six blocks to the south.

Larger parks available to area residents include the 1,013-acre Golden Gate Park, about 2 miles west of the project site; 101-acre Glen Canyon Park, about 3 miles south of the site; and 317-acre McLaren Park, about 5 miles south of the site. The total amount of land dedicated to parks and open space uses in San Francisco totals approximately 4,090 acres, or 5.5 acres per 1,000 residents.

The additional demand for park services by residents of the proposed project would not require the provision of new park facilities or exceed the capacity of the existing parks in the area. In addition, the project would provide private and public open space consistent with City requirements for residential uses. The project's impact on parks would therefore be less than significant, and this issue will not be discussed in the EIR.

e) *Other public facilities?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: It is City policy to provide local multi-purpose neighborhood community centers to enhance the quality of life of citizens and provide a focus for community life. The objective, set forth in the Community Facilities Element of the San Francisco General Plan, is to provide needed services, as well as a place where neighbors can gather and socialize, and which functions as a symbol to all residents of the binding sense of "community" shared by the neighborhoods. The priority is to provide such centers in

²⁶ San Francisco Unified School District, Facilities Master Plan, 2003.

²⁷ Heidi Anderson, Public Relations Coordinator, San Francisco Unified School District, personal communication, June 12, 2007.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

the areas of greatest need, such as low-income areas and areas with concentrations of elderly citizens. Such population groups tend to be less able to purchase services such as child care, health care, recreation, and personal development/career enrichment programs.

The nearest community centers to the project site are the SOMA Eugene Friend Rec Center (270 Sixth Street), about 1.4 miles west of the site; Tenderloin Rec Center (570 Ellis Street), about 1.8 miles west of the site; and Boeddeker Park Clubhouse (295 Eddy Street), about 1.8 miles northwest of the site.

The project site is not located in a low-income neighborhood or in a neighborhood with a concentration of elderly residents, and the project would not be expected to disproportionately attract such residents. While some residents could avail themselves of services and programs available from the City's community centers, any incremental demand could be accommodated by the existing centers listed above. The project would not require expansion of any other public facilities, and would not substantially affect existing facilities. The EIR will not discuss impacts on public facilities.

XV. RECREATION —

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: San Francisco has over 90 recreation facilities, including community swimming pools, clubhouses, golf courses, recreation centers, senior centers, day camps, and other facilities. The incremental demand on existing recreational facilities would be minimal, and the impact of the demand would be mitigated by the payment of development fees applicable to new residential development, a portion of which go to funding the City's recreation facilities. The project's impact on recreation facilities will not be addressed in the EIR. See Section XIV(d) for a discussion on parks.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: As noted in the above response, the proposed project's effect on recreation facilities would be less than significant. Therefore, the project would not require the construction or expansion of off-site recreational facilities. No additional impacts would result from the construction of the project's recreational facilities.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVI. TRANSPORTATION/TRAFFIC —

Would the project:

- a) *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

Explanation: The proposed project would include 69 dwelling units, 1,472 gross square feet of ground-floor commercial office space, 73 parking spaces (including 3 commercial spaces) in a three-level parking garage for residents. The increase in residents and workers on the project site would result in increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. Implementation of the project could therefore result in a **significant, adverse impact** on transportation. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading as well as construction impacts. The analysis will take into account the potential cumulative development occurring in the project vicinity.

- b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

Explanation: See Section XVI(a).

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Explanation: The project would have no potential to affect air traffic. This issue will not be addressed in the EIR.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The project would not alter existing intersections or roadways or otherwise introduce potentially hazardous design features. However, the EIR will evaluate onsite circulation, the appropriateness of the proposed ingress/egress for the project, and identify any potential impacts on traffic safety associated with these attributes of the project.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

e) *Result in inadequate emergency access?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

Explanation: See Section XVI(a). The circulation analysis that will be discussed in the EIR will include a discussion of the adequacy of emergency access, including internal turning radii.

f) *Result in inadequate parking capacity?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

Explanation: See Section XVI(a).

g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

Explanation: See Section XVI(a). The analysis presented in the EIR will include an evaluation of the proposed project's consistency with adopted policies and plans related to alternative transportation.

XVII. UTILITIES AND SERVICE SYSTEMS —

Would the project:

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. Operated by the San Francisco Public Utilities Commission (SFPUC), the collection and treatment system consists of approximately 900 miles of underground pipes throughout the City and three wastewater treatment plants. During dry weather, the SFPUC treats and discharges approximately 84 million gallons per day of treated wastewater to the San Francisco Bay and Pacific Ocean. With added operations at the North Point Wet Weather Treatment Facility, located on Bay Street, the City's wet weather treatment capacity of combined wastewater and stormwater is approximately 575 million gallons per day. No major new sewer construction would be needed to serve the proposed project. Wastewater treatment for the east side of the City is provided primarily by the Southeast Water Pollution Control Plant (Southeast Plant), near Third Street and Jerrold Avenue. The project would meet wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.²⁸ The project would have little effect on the total wastewater volume discharged through the combined sewer system, particularly since stormwater runoff contributes greatly to the total flow and the site is already developed (resulting in maximum stormwater

²⁸ City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

flows). The project would not result in a substantial increase in demand for wastewater treatment, and thus it would not result in an associated significant impact. Based on compliance with existing and future regulations and coordination with ongoing planning efforts to provide long-term water quality protection of the Bay, water quality impacts associated with changes in combined sewer overflow discharges to the Bay would be considered less-than-significant impacts. The EIR will not address impacts on wastewater treatment facilities.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: See Section XVII(a).

- c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: As discussed in Section XVII(a), the project site is served by a combined sewer and stormwater drainage system that has adequate capacity to accommodate the project's flows; no new construction of these facilities would be required. Furthermore, stormwater runoff from the site would not be expected to increase because the site is already completely covered by impervious surfaces.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: Water is provided to the site by the San Francisco Public Utilities Commission (SFPUC), which supplies water from Hetch Hetchy Reservoir in the Sierra Nevada and local surface and groundwater supplies. Local surface water supplies include Crystal Springs Reservoir, San Andreas Reservoir, and Pilarcitos Reservoir, which capture local watershed runoff. In the East Bay, runoff from the Alameda Creek watershed is collected and stored in the Calaveras and San Antonio Reservoirs, forming another component of San Francisco's water supply. In addition to storing local runoff, the San Andreas, San Antonio and Calaveras Reservoirs also provide storage of Hetch Hetchy water.

According to the SFPUC's Urban Water Management Plan (UWMP), total water use by SFPUC retail customers (including commercial, industrial, and residential users) is estimated to be 88.9 mgd.²⁹ Wholesale customers consume another 282 mgd. Approximately 53 percent of the retail deliveries go to San Francisco's residential customers, with about 40 percent of this residential water consumed by single-

²⁹ San Francisco Public Utilities Commission, 2005 *Urban Water Management Plan for the City and County of San Francisco* Public Utilities Commission, City and County of San Francisco Public Utilities Commission, December 2005.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

family homes, which comprise 33 percent of the total households in San Francisco, and the other 60 percent consumed by multi-family residential users.

The California Urban Water Management Act of 1983 (Water Code Sections 10610 – 10657) requires all urban water suppliers who provide water for municipal purposes to more than 3,000 customers or supply more than 3,000 acre-feet of water annually to prepare an UWMP, which must be updated every five years. San Francisco must next update its UWMP and submit it to the California Department of Water Resources for review by December 31, 2010. The UWMP must describe and quantify the water supply sources and projected demand, identify demand management measures for implementation, and provide other information.

The San Francisco water demand forecasts presented in the current UWMP were based on models that were verified with historical water delivery records that included periods of drought. Projections through the year 2030 of water use by the SFPUC's retail customers incorporate anticipated changes in water use due to implementation of conservation programs and use of water-saving plumbing fixtures. The projections indicate that the SFPUC's retail water demand will increase only slightly by 2030, rising from approximately 88.9 mgd in 2005 to approximately 89.9 mgd by 2030. During this time period, the water demand forecasts indicate that demand in the single-family and multi-family residential sectors will decline by approximately 2.2 mgd and 1.0 mgd, respectively.

Senate Bill 610 (Chapter 643, Statutes of 2001) requires a Water Supply Assessment ("WSA") for inclusion in any environmental documentation for certain projects subject to CEQA. The proposed project does not require preparation of a WSA because the 69 proposed dwelling units would be well below the 500-unit threshold for requiring preparation of a WSA.

According to the UWMP, current gross per capita water use within San Francisco is 112 gallons per capita per day (gpcd)—one of the lowest consumption rates in the State—with residential water use calculated to be approximately 62 gpcd. Based on this consumption rate, and with a projected population of 99 people (see Section XIII(a)), the residential component of the project would be expected to consume about 6,138 gallons per day (gpd). The commercial component of the proposed project would add slightly to this demand; per capita residential water consumption is substantially higher than per capita use by employees in retail establishments, but is assumed to represent minimal net increase due to the water use of the existing commercial business now occupying the site. The consumption of about 6,138 gpd represents about 0.00738 percent of current retail demand and about 0.00186 percent of total demand in the SFPUC's service area.

The proposed new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the California State Building Code Section 402.0(c). The projected water consumption for the proposed project was assumed in the latest UWMP, which concluded that water supplies were adequate to accommodate San Francisco's projected growth.³⁰ Therefore, an adequate water supply would be available for the project, and the project's water demand would be less than significant. The EIR will not further discuss water supply facilities.

³⁰ The SFPUC's 2005 UWMP is based on the Association of Bay Area Governments' (ABAG) report Projections 2002: Forecasts for the San Francisco Bay Area to the Year 2025, which include all known or expected development projects in San Francisco through the Year 2025. The SFPUC used the annual growth rate (0.35 percent) contained in Projections 2005 to project population and water demand through 2030.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: See Section XVII(a).

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: San Francisco's solid waste is disposed of at the Altamont Landfill. A substantial expansion of the landfill was approved in 1997 that will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with the project construction and operation would not substantially affect the projected life of the Altamont Landfill, and no associated impacts would occur; therefore, the EIR will not discuss the issue of solid waste generation.

- g) *Comply with federal, state, and local statutes and regulations related to solid waste?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: Altamont Landfill is closely regulated and is operated in compliance with all applicable solid waste regulations, including the California Integrated Waste Management Act of 1989 and the California Solid Waste Reuse and Recycling Access Act of 1991. The proposed project would be required to comply with all laws and regulations pertaining to solid waste. Compliance with solid waste regulations will not be addressed in the EIR.

XVIII.MANDATORY FINDINGS OF SIGNIFICANCE —

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*
- | | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|

Explanation: As described in Section V, the proposed project would not be expected to create any significant impacts on biological resources. Regarding cultural resources, Section VI identifies a potentially significant impact to the existing building on the project site, which will need to be evaluated

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

further in the EIR. Section VI includes a mitigation measure to reduce possible adverse impacts on archaeological and paleontological resources to less-than-significant levels.

- b) *Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*
- | | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|

Explanation: Project-related transportation effects will need to be evaluated, as discussed in Section XVI, to determine the extent of the individual effects of the project, as well as potential cumulative effects in the project vicinity. Cumulative impacts on air quality were evaluated in Section III and determined to be less than significant. A potentially significant cumulative wind impact was identified in Section IV and mitigation has been recommended to reduce the impact to a less-than-significant level.

- c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Explanation: No potential public health and safety hazards related to the possible presence of hazardous materials on the project site were identified, and potential fire hazards in the new building would be reduced to a less-than-significant level as a result of regulations and procedures already established as part of the review process for building permits and mitigation proposed as part of the project. Typical storage of small containerized quantities of hazardous household cleaning products and similar small-quantity chemicals found in homes and small businesses, such as paints, cleaners, toners, solvents, and disinfectants would not constitute a significant hazard to the public or the environment. Required building safety design features would address potentially significant impacts associated with strong seismic shaking, liquefaction-induced settlement, contaminated soils, and hazardous building materials. Restrictions on construction equipment and activities would reduce potential noise impacts on site residents to less-than-significant levels.

XIX. INITIAL STUDY PREPARATION —

This Initial Study was prepared by:

During Associates
120 Montgomery Street, Suite 2290
San Francisco, CA 94104
(415) 986-0884
Stu During
Doug Herring

Clement Designs (Graphics Design)
358 Third Avenue, Suite 100
San Francisco, CA 94118
Kathy Clement

ESA Associates (Wind & Shadow)
225 Bush Street, Suite 1700
San Francisco, CA 94104
Chuck Bennett
Joshua Schnabel

LCW Consulting (Transportation)
3990 20th Street
San Francisco, CA 94114
Luba Wyznyckyj

McGrew/Architecture (Historic Cultural Resources)
647 South Grenfall Road
Palm Springs, CA 92264
Patrick McGrew, Principal

XX. MITIGATION MEASURES —

The following mitigation measures have been identified in this document to reduce potentially significant impacts to less-than-significant levels:

Mitigation Measure AQ-1:

The project applicant shall require the construction contractor to reduce the severity of project construction period dust impacts by complying with the following control measures:

- Water all active construction areas at least twice daily. Consistent with Ordinance 175-91, only non-potable water shall be used for all dust-control purposes. The construction contractor shall obtain reclaimed water from the City's Clean Water Program for this purpose.
- Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water two times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at the construction site.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site.
- Sweep adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets.
- Require construction contractors to (1) properly maintain construction equipment and vehicles in accordance with the manufacturers' recommendations, and (2) minimize idling time when equipment is not in use and when trucks are waiting in queues. Include these provisions in all construction contracts.

Mitigation Measure WS-1:

The project applicant shall plant street trees along all three street frontages of the project site to reduce pedestrian-level wind speeds. The project applicant shall also explore the use of wind baffles or other building façade design modifications to further reduce the potential for exceedances of the pedestrian comfort criterion. These building and site modifications shall be subjected to an additional wind tunnel study to demonstrate that the proposed building would not result in additional exceedances, beyond those currently existing, of the 11-mph equivalent wind speed in pedestrian use areas under project and/or cumulative conditions. If the project is unable to conform with this requirement, the project sponsor shall demonstrate to the satisfaction of the Office of Environmental Review that it is not feasible to modify the building to meet the requirement without restricting the development potential of the site.

Mitigation Measure CR-1:

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged archaeological resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the City's archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils

disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the City's Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. The project sponsor shall provide a copy to the Redevelopment Agency.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Planning Department's Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Section 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains, and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey

Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Appendix B
TRAVEL DEMAND CALCULATIONS

1450 FRANKLIN STREET TRANSPORTATION STUDY
 PROJECT TRIP GENERATION - WEEKDAY
 LAND USE: RESIDENTIAL (WORK TRIPS)

Proposed Size:		69 units	
DAILY		PM PEAK HOUR	
Person-trip Generation Rate [1]:	8.88 trips/unit	Person-trip Generation Rate [1]: 17.3%	1.54 trips/1,000 gsf
Total Person-trips:	613 person-trips	Total Person-trips:	106 person-trips
Work Trips [2]: 33%	202 person-trips	Work Trips [2]: 50%	53 person-trips

Origins	Distribution [3]	Mode	Percent [4]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	56.2%	Auto	40.5%	1.11	46	41	12	11
		Transit	42.2%		48		13	
		Walk	15.5%		18		5	
		Other	1.8%		2		1	
		TOTAL	100.0%		114	41	30	11
Superdistrict 2	8.0%	Auto	40.5%	1.11	7	6	2	2
		Transit	42.2%		7		2	
		Walk	15.5%		3		1	
		Other	1.8%		0		0	
		TOTAL	100.0%		16	6	4	2
Superdistrict 3	8.0%	Auto	40.5%	1.11	7	6	2	2
		Transit	42.2%		7		2	
		Walk	15.5%		3		1	
		Other	1.8%		0		0	
		TOTAL	100.0%		16	6	4	2
Superdistrict 4	8.0%	Auto	40.5%	1.11	7	6	2	2
		Transit	42.2%		7		2	
		Walk	15.5%		3		1	
		Other	1.8%		0		0	
		TOTAL	100.0%		16	6	4	2
East Bay	8.5%	Auto	40.5%	1.11	7	6	2	2
		Transit	42.2%		7		2	
		Walk	15.5%		3		1	
		Other	1.8%		0		0	
		TOTAL	100.0%		17	6	5	2
North Bay	2.2%	Auto	40.5%	1.11	2	2	0	0
		Transit	42.2%		2		0	
		Walk	15.5%		1		0	
		Other	1.8%		0		0	
		TOTAL	100.0%		4	2	1	0
South Bay	6.4%	Auto	40.5%	1.11	5	5	1	1
		Transit	42.2%		5		1	
		Walk	15.5%		2		1	
		Other	1.8%		0		0	
		TOTAL	100.0%		13	5	3	1
Internal to Van Ness Corridor	2.6%	Auto	40.5%	1.11	2	2	1	1
		Transit	42.2%		2		1	
		Walk	15.5%		1		0	
		Other	1.8%		0		0	
		TOTAL	100.0%		5	2	1	1
TOTAL	100.0%	Auto	40.5%	1.11	82	74	21	19
		Transit	42.2%		85		22	
		Walk	15.5%		31		8	
		Other	1.8%		4		1	
		TOTAL	100.0%		202	74	53	19

Notes:

[1] SF Guidelines, Appendix C - combination of 1-bedroom and 2+ bedroom units

[2] SF Guidelines, Appendix C - Residential

[3] 1990 U.S. Census journey-to-work data, Tract 151

[4] 2000 U.S. Census journey-to-work data, Tract 151

1450 FRANKLIN STREET TRANSPORTATION STUDY
PROJECT TRIP GENERATION - WEEKDAY
LAND USE: RESIDENTIAL (NON-WORK TRIPS)

Proposed Size:		69 units	
DAILY		PM PEAK HOUR	
Person-trip Generation Rate [1]:	8.88 trips/unit	Person-trip Generation Rate [1]: 17.3%	1.54 trips/1,000 gsf
Total Person-trips:	613 person-trips	Total Person-trips:	106 person-trips
Non-Work Trips [2]: 67%	410 person-trips	Non-Work Trips [2]: 50%	53 person-trips

Origins	Distribution [3]	Mode	Percent [4]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	56.2%	Auto	40.5%	1.11	93	84	12	11
		Transit	42.2%		97		13	
		Walk	15.5%		36		5	
		Other	1.8%		4		1	
		TOTAL	100.0%		231		30	
Superdistrict 2	8.0%	Auto	40.5%	1.11	13	12	2	2
		Transit	42.2%		14		2	
		Walk	15.5%		5		1	
		Other	1.8%		1		0	
		TOTAL	100.0%		33		4	
Superdistrict 3	8.0%	Auto	40.5%	1.11	13	12	2	2
		Transit	42.2%		14		2	
		Walk	15.5%		5		1	
		Other	1.8%		1		0	
		TOTAL	100.0%		33		4	
Superdistrict 4	8.0%	Auto	40.5%	1.11	13	12	2	2
		Transit	42.2%		14		2	
		Walk	15.5%		5		1	
		Other	1.8%		1		0	
		TOTAL	100.0%		33		4	
East Bay	8.5%	Auto	40.5%	1.11	14	13	2	2
		Transit	42.2%		15		2	
		Walk	15.5%		5		1	
		Other	1.8%		1		0	
		TOTAL	100.0%		35		5	
North Bay	2.2%	Auto	40.5%	1.11	4	3	0	0
		Transit	42.2%		4		0	
		Walk	15.5%		1		0	
		Other	1.8%		0		0	
		TOTAL	100.0%		9		1	
South Bay	6.4%	Auto	40.5%	1.11	11	10	1	1
		Transit	42.2%		11		1	
		Walk	15.5%		4		1	
		Other	1.8%		0		0	
		TOTAL	100.0%		26		3	
Out of Region	2.6%	Auto	40.5%	1.11	4	4	1	1
		Transit	42.2%		5		1	
		Walk	15.5%		2		0	
		Other	1.8%		0		0	
		TOTAL	100.0%		11		1	
TOTAL	100.0%	Auto	40.5%	1.11	166	150	21	19
		Transit	42.2%		173		22	
		Walk	15.5%		64		8	
		Other	1.8%		7		1	
		TOTAL	100.0%		410		53	

Notes:

- [1] SF Guidelines, Appendix C - combination of 1-bedroom and 2+ bedroom units
- [2] SF Guidelines, Appendix C - Residential
- [3] 1990 U.S. Census journey-to-work data, Tract 151
- [4] 2000 U.S. Census journey-to-work data, Tract 151

1450 FRANKLIN STREET TRANSPORTATION STUDY
BREAKDOWN OF HOUSING UNITS

Unit Type	#	Trip Gen	Parking Demand
Studio/1 Bedroom	31	7.5	1.1
2 Bedrooms	38	10	1.5
Total	69	8.88	1.32

1450 FRANKLIN STREET TRANSPORTATION STUDY
PROJECT TRIP GENERATION - WEEKDAY
LAND USE: OFFICE (WORK TRIPS)

Proposed Size: 1,472 gsf			
DAILY		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1,000 gsf	Person-trip Generation Rate [1]: 8.5%	1.54 trips/1,000 gsf
Total Person-trips:	27 person-trips	Total Person-trips:	2 person-trips
Work Trips [2]: 36%	10 person-trips	Work Trips [2]: 83%	2 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.4%	Auto	39.3%	1.19	0	0	0	0
		Transit	40.7%		0		0	
		Walk	16.7%		0		0	
		Other	3.3%		0		0	
		TOTAL	100.0%		1	0	0	0
Superdistrict 2	35.2%	Auto	41.0%	1.14	1	1	0	0
		Transit	24.4%		1		0	
		Walk	30.6%		1		0	
		Other	4.0%		0		0	
		TOTAL	100.0%		3	1	1	0
Superdistrict 3	15.8%	Auto	49.9%	1.25	1	1	0	0
		Transit	48.0%		1		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		TOTAL	100.0%		2	1	0	0
Superdistrict 4	15.1%	Auto	55.9%	1.22	1	1	0	0
		Transit	38.9%		1		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		TOTAL	100.0%		1	1	0	0
East Bay	7.1%	Auto	67.4%	2.02	0	0	0	0
		Transit	31.0%		0		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%		1	0	0	0
North Bay	7.0%	Auto	81.5%	1.53	1	0	0	0
		Transit	16.1%		0		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		TOTAL	100.0%		1	0	0	0
South Bay	10.6%	Auto	69.9%	1.21	1	1	0	0
		Transit	27.5%		0		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		TOTAL	100.0%		1	1	0	0
Out of Region	0.8%	Auto	95.7%	3.16	0	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		TOTAL	100.0%		0	0	0	0
TOTAL	100.0%	Auto	52.7%	1.28	5	4	1	1
		Transit	31.7%		3		1	
		Walk	12.6%		1		0	
		Other	2.9%		0		0	
		TOTAL	100.0%		10	4	2	1

Notes:

- [1] SF Guidelines, Appendix C - Office - General
- [2] SF Guidelines, Appendix C - Office - General
- [3] SF Guidelines, Appendix E - Work Trips to SD-2

1450 FRANKLIN STREET TRANSPORTATION STUDY
PROJECT TRIP GENERATION - WEEKDAY
LAND USE: OFFICE (NON-WORK TRIPS)

Proposed Size: 1,472 gsf			
DAILY		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1,000 gsf	Person-trip Generation Rate [1]: 8.5%	1.54 trips/1,000 gsf
Total Person-trips:	27 person-trips	Total Person-trips:	2 person-trips
Non-Work Trips [2]: 64%	17 person-trips	Non-Work Trips [2]: 17%	0 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	13%	Auto	41.7%	1.93	1	0	0	0
		Transit	35.5%		1		0	
		Walk	16.4%		0		0	
		Other	6.4%		0		0	
		TOTAL	100.0%		2	0	0	0
Superdistrict 2	27%	Auto	50.9%	1.96	2	1	0	0
		Transit	23.7%		1		0	
		Walk	19.7%		1		0	
		Other	5.7%		0		0	
		TOTAL	100.0%		5	1	0	0
Superdistrict 3	14%	Auto	57.1%	2.05	1	1	0	0
		Transit	22.3%		1		0	
		Walk	9.9%		0		0	
		Other	10.7%		0		0	
		TOTAL	100.0%		2	1	0	0
Superdistrict 4	9%	Auto	63.4%	2.16	1	0	0	0
		Transit	32.4%		0		0	
		Walk	4.2%		0		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		2	0	0	0
East Bay	11%	Auto	52.2%	2.20	1	0	0	0
		Transit	25.0%		0		0	
		Walk	14.1%		0		0	
		Other	8.7%		0		0	
		TOTAL	100.0%		2	0	0	0
North Bay	4%	Auto	73.6%	1.89	1	0	0	0
		Transit	8.8%		0		0	
		Walk	14.7%		0		0	
		Other	2.9%		0		0	
		TOTAL	100.0%		1	0	0	0
South Bay	8%	Auto	80.5%	2.30	1	0	0	0
		Transit	8.3%		0		0	
		Walk	5.6%		0		0	
		Other	5.6%		0		0	
		TOTAL	100.0%		1	0	0	0
Out of Region	14%	Auto	48.3%	2.07	1	1	0	0
		Transit	19.7%		0		0	
		Walk	23.8%		1		0	
		Other	8.2%		0		0	
		TOTAL	100.0%		2	1	0	0
TOTAL	100.0%	Auto	54.8%	2.06	9	5	0	0
		Transit	23.6%		4		0	
		Walk	15.1%		3		0	
		Other	6.5%		1		0	
		TOTAL	100.0%		17	5	0	0

Notes:

[1] SF Guidelines, Appendix C - Office - General

[2] SF Guidelines, Appendix C - Office - General

[3] SF Guidelines, Appendix E - Visitor Trips to SD-2 -- All Other

1450 FRANKLIN STREET TRANSPORTATION STUDY

PARKING DEMAND

PROJECT

Office: 1,496 sqft
Residential: 69 units
31 studio/1 bedroom
38 two bedrooms

DEMAND

Office:
Short-Term 5 daily vehicle-trips
5.5 turnover rate
0 spaces
Long-Term 276 sqft per employee
5 employees
2 spaces
Residential:
Short-Term **0 spaces**
Long-Term 34 studio/1 bedroom = 1.1/unit
57 2 + bedrooms = 1.5/unit
91

Total

Short-Term 0
Long-Term 93
Total: 93 spaces

Parking Demand Calculation:

Residential 1.1 space per studio/one bedroom unit
1.5 space per two+ bedroom unit

Restaurant

(long-term): # of daily employees x % employees who drive / avg. vehicle occupancy

(short-term): # of daily non-work vehicle-trips / 2 / turnover rate

WESTERN ADDITION A-2 REDEVELOPMENT PLAN PARKING AND LOADING REQUIREMENTS

Retail 3 1 for each 500 sf
Residential 69 1 space per unit
Total: 72

SUPPLY

70 spaces for residential uses
3 spaces for office uses
TOTAL 73 spaces

1450 FRANKLIN STREET TRANSPORTATION STUDY

LOADING DEMAND

PROJECT

Office: 1,472 gsf
Residential: 69 units or 80,000 gsf

DEMAND

Office: R = 0.21
Daily Trips 0.3 trips
Average Hour 0.0 spaces
Peak Hour 0.0 spaces

Residential: R = 0.03
Daily Trips 2.4 trips
Average Hour 0.1 spaces
Peak Hour 0.1 spaces

Total

Daily Trips 2.7 trips
Average Hour 0.1 spaces
Peak Hour 0.2 spaces

General Loading Demand Equations

Daily Trips = $(GSF / 1,000) * R$

Average Hour = $(GSF / 1,000) * R / 9 / 2.4$

Peak Hour = $(GSF / 1,000) * (R * 1.25) / 9 / 2.4$

